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PEOPLE WIN FIGHT FOR A HEARING ON B&M HOLDING BILL

Railroads Committee Will Listen to Arguments on the Measure at the State House Next Wednesday Morning.

ADMIT FACT TODAY

Norman H. White Declares Full Power Over Road Should Be Maintained by Citizens of Massachusetts.

The committee on railroads will give a public hearing on the Boston & Maine holding company bill at room 240, State House, on Wednesday next at 10:30 o'clock.

It had been previously announced that the committee would consider the bill next Tuesday in executive session and that no hearing would be granted the public.

Representative Norman H. White of Brookline has been prominent in demanding that the people be given an opportunity of expressing their views on the matter, and the following statement by him today will be of greater interest now that the fight is won.

Mr. White says:

The bill drafted by the attorney-general at the request of the railroad committee, the result of the Governor's special message to the Legislature, tends toward a solution of the railroad problem. I shall be surprised, however, if the Legislature enacts this bill as it is now drawn, for if my observations of the bill are correct, it is apparent that a railroad company may be the holding company. This means that the New Haven can hold the stock in Massachusetts which it has acquired contrary to Massachusetts law.

Furthermore, the United States government is now suing the New Haven road under the Hepburn act. The question must therefore arise whether the Legislature of Massachusetts is first going to condone the breaking of our law by permitting any railroad company to hold this illegally acquired stock and then compound a felony committed against the United States as well.

I believe that the bill should be so amended that the holding company should not be the New Haven road or any other railroad company but purely and simply a body of citizens created by an act of the Legislature for the purpose of safeguarding the transportation interests of Massachusetts and New England as well. I cannot believe that the Great and General Court which represents the citizens of this commonwealth will go on record as passing any act which will attempt to solve the railroad situation against our statutes and against the United States laws, especially while the United States government is suing the offending corporation.

It is evident, and has always been evident, that the so-called Billard stock is still, and has been, controlled by the law breaking corporation, the New Haven road, and it is also evident that the New Haven road is now willing to bring this stock into Massachusetts. This being the case the only proper solution in my opinion is to create a holding company of Massachusetts citizens and not a holding company of the New Haven road.

The attorney-general's bill, I believe, can be so amended by the railroad committee that a straight Massachusetts corporation composed of our leading citizens can be created for the purpose of taking over the stock illegally acquired and thus solving the problem, and I hope that this will be the ultimate result.

TREASURY EXPERT TO VISIT BOSTON

Assistant Secretary of the Treasury Norton is expected to arrive in Boston today on business connected with the treasury department. At the sub-treasury it was stated that the exact reason for Secretary Norton's visit was not known, except that in a general way it was concerned with technical matters pertaining to the work of the monetary commission.

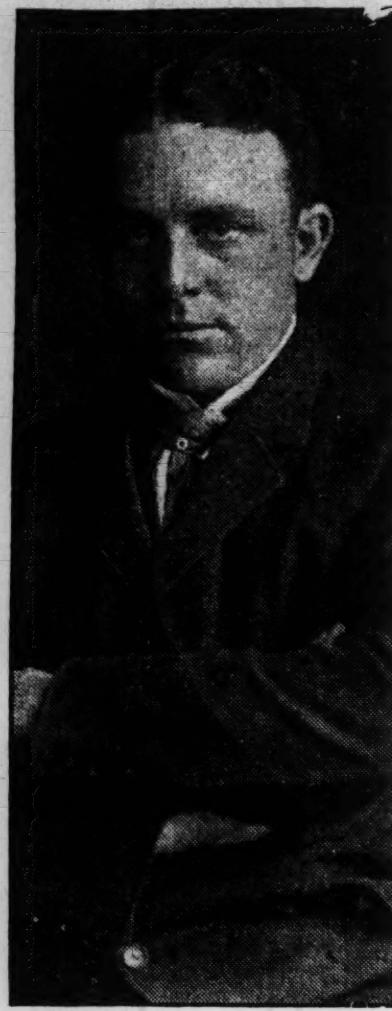
One of the members of this commission is Professor Andrews of Harvard, now on a two-year leave of absence from the university, who is being employed by the government as an expert. He is working out many important details of the commission in conjunction with Mr. Norton.

READY FOR LADY ABERDEEN'S VISIT

The Exchange Club today announced the formation of a committee of its members to have charge of the arrangements in regard to Lady Aberdeen's reception in Boston on the coming occasion of her visit to the United States and Canada.

A reception will be tendered to Lady Aberdeen at the Somerset Hotel on the afternoon of June 8, and a public meeting will be held in Faneuil Hall on June 9.

Legislator Interviewed Today Regarding B. & M. "Holding Bill" Features



NORMAN H. WHITE.

Brookline representative who objects to New Haven holding company for B. & M. stock.

AMERICAN LIBRARY ASSOCIATION MAY NOW GO TO CHICAGO

Westward moves the center of intelligence and education. The latest evidence of this is the prospective removal of the headquarters of the American Library Association from Boston to Chicago.

Miss Nina E. Browne, who is in charge of the Boston headquarters of the American Library Association, said that in all probability the association's headquarters would eventually be moved to Chicago, but such a change would surely not be made until after the annual meeting of the association, which will be held from June 28 to July 5. The lease of the building on Newbury street, which is now occupied by the association, expires Sept. 1.

The purpose of the change, if it is made, Miss Browne said, would be to be more in the center of the library population of the United States. She further said that a good many people think that the New Haven road is now willing to bring this stock into Massachusetts.

This being the case the only proper solution in my opinion is to create a holding company of Massachusetts citizens and not a holding company of the New Haven road.

The attorney-general's bill, I believe, can be so amended by the railroad committee that a straight Massachusetts corporation composed of our leading citizens can be created for the purpose of taking over the stock illegally acquired and thus solving the problem, and I hope that this will be the ultimate result.

COMPROMISE BILL ON MILK STANDARD AGREED TO TODAY

Measure Accepted by Agriculture Committee Provides for Selling of Deficient Fluid If It Is Pure.

FAIRER TO FARMER

The committee on agriculture of the Legislature has finally agreed upon a milk standard bill. The committee has been in session daily for the past ten days and not until today were they able to come to an agreement which was in accordance with the views of the different members of the committee.

The bill which has been reported by the committee provides that the standard of milk, shall be the same as heretofore. A farmer, however, will be permitted to sell milk below the standard provided it can be proved that the milk has in no degree been adulterated. In this way, both the farmer and the consumer are protected.

The committee has had before it for consideration six bills with relation to the standard of milk, ranging all the way from a higher standard down to the abolition of the standard altogether. All have been thrown out and in their place the bill as voted by the committee substituted.

It is apparent that the bill as voted by the committee will meet with little or no opposition.

A SIXTEEN-MINUTE SESSION IN HOUSE

Representative E. L. Hobson, in the Chair, Rushes Routine Matters Through in Record Time.

Representative Ernest L. Hobson of Palmer presided in the House this morning and rushed the members through their calendar in 16 minutes, which constitutes a record for the present session.

Only 10 matters appeared on the calendar, and of these one was in the hands of the committee on bills in its third reading. None of the others were debated.

These bills were passed to be en-acted: To provide a penalty of fine and imprisonment for railroad officials and agents who violate Massachusetts laws; to provide for a high school of commerce, and for a school administration building in the city of Boston; to provide for investigation of the advisability of authorizing the Boston & Eastern Railroad Company to construct tunnels and subways in the city of Boston; to encourage and improve the breeding of poultry; relative to proceedings for the abolition of grade crossings; and to provide for certain improvements at the state colony at Gardner.

The House then adjourned.

'CAR SIX' COMPANY, FORMED ON MAINE TRIP, TO CELEBRATE

Twenty-Five Chamber of Commerce "Uplifters" Plan Automobile Outing to Mansfield Inn Tomorrow.

HOW CLUB STARTED

"Car Six, Incorporated, Ltd." an organization which is an outgrowth of the Boston Chamber of Commerce "uplifters" who returned from their Maine trip last week, is to hold its first semi-occasional outing Saturday afternoon. They will entertain the men of the Boston Chamber of Commerce who served under Walter M. Lowney as the committee of arrangements on the Maine tour, and their honorary member, Bernard J. Rothwell, president of the Boston Chamber of Commerce.

The "Car Six" corporation is composed of the 25 men who made car No. 6 their headquarters while touring through Maine, and they first won distinction for themselves by starting home missionary work among the 125 members of the Chamber of Commerce who were on the trip.

When the Maine trip was well under way it was found there were quite a few of the occupants of the other five cars with whom the "Car Six" men were not acquainted, and headed by Edwin C. Johnson, vice-president of the H. A. Johnson Company, they proceeded to let every one on the train know who they were and they did some of the most effective "uplift" work of the trip.

The "Car Six" men were heard from everywhere, and on their return they organized with Mr. Johnson as president and with such an energetic gentleman shaping the future course of the organization things were bound to move rapidly.

Tomorrow's trip is the result of his activities, and at 1 o'clock tomorrow afternoon a long string of automobiles will leave Park street bearing this unique organization and their guests for an afternoon's outing. The Mansfield Inn will be the objective point, and there a luncheon will be served, and a short entertainment provided by the committee of arrangements.

Everything for the success of the trip has been provided for, and when the procession of automobiles speeds through Boston every one will be made aware of the fact that it is the "Car Six, Incorporated, Ltd." outfit which are off for a gala day.

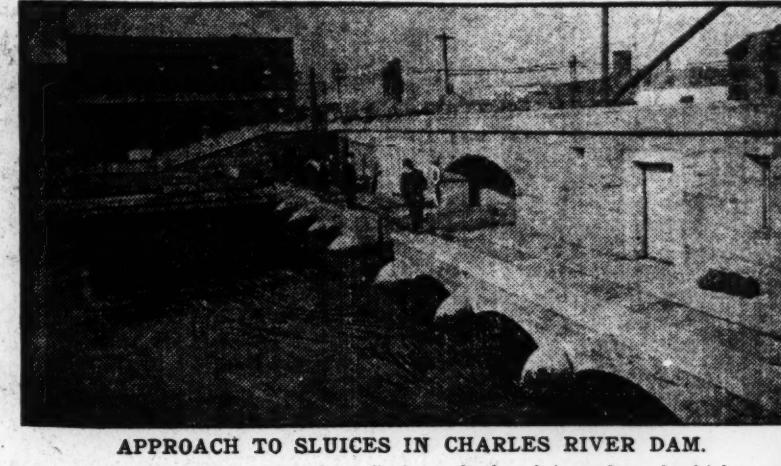
EVERETT Y. M. C. A. NEARS SUCCESS

Two weeks from today General Secretary Harry A. Maxwell of the Everett Y. M. C. A. hopes to have pledges for \$12,000 in hand for clearing the institution of debt. The campaign has been on for a little more than a week and \$2550 has been given.

Several unique methods have been devised to create interest. Each ward is being canvassed by committees of prominent citizens.

CHARLES RIVER EMBANKMENT WORK ENTERS ON FINAL STAGE

Basin Is Now at High Level and Lock and Sluiceway Both Give Satisfaction While Surfacing of Boston Bank, Just Started, Will Be Soon Completed.



APPROACH TO SLUICES IN CHARLES RIVER DAM.

Surplus water in the basin is let off through the sluices, five of which are open in the picture. The arch in the center indicates the sluiceway used as a lock by small boats.

A CONTRACTOR within a few days will begin the work of putting 20,000 cubic yards of loam on the surface of a portion of the Charles river embankment. This is the final touch on that part of the task undertaken by the state for the beautifying of the river frontage of Boston and Cambridge.

For several months the temporary sluices gates have been closed, and the Charles above Craigie bridge been at nearly tide level, and it is now practically fresh water, but the Boston embankment has been a muddle of dredges and tools and workmen to the gaze of the passerby. Work has now begun on a \$64,000 contract which will complete a part of the embankment, aside from the greeneries that will finally grow upon it. The underground piping for sewers and other purposes is at present being put into shape on the section at the foot

of Berkeley street, Boston, to be covered with soil from Peddocks Island.

The work at the basin itself is not far from complete. From up the river only some 200 feet of concrete wall remains to be built, and this will not be completed until the very last. Down stream the building of the concrete wall which will form the seaward side of the dam is progressing rapidly.

The traffic arrangements through the dam are in full working order. These consist of the lock at the Boston side and the sluices next to the Cambridge shore. The lock is 360 feet long and 45 feet wide and is being used for all large shipping that must pass up river. Toward the other shore both the eight sluice gates and the sluiceway, which is in the center of the series of gates and gives entrance and exit for small craft, are working without a hitch.

DENY VENEZUELA JAILED U. S. CREW

Repudiation of Story About Carrie D. Knowles' Sailors Among First Cables Sent Out on Resumed Service.

CARACAS, Venezuela—After a thorough investigation of the report that the crew of the Carrie D. Knowles, which sailed from Provincetown, Mass., five years ago, have been confined in a Venezuelan prison, Minister William W. Russell today authorized the United Press to say that not the least foundation for the story can be found.

The story of the imprisonment was given out a week ago by a man named Payne, who claimed to have been one of the crew. He arrived in Kingstown, St. Vincent, B. W. I., after an alleged escape from the prison. It is now certain that the Carrie D. Knowles was lost at sea, as reported at the time of her disappearance.

The local cable office is today flooded with messages, incoming and outgoing, as a result of the resumption of service with the outside world, after a discontinuance for four years. Minister Russell's statement to the United Press was one of the first messages to be sent out.

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Cablegrams and Correspondence Today From All Over the World

CANADIAN HOUSE OF COMMONS PASSES POWER COMPANY'S BILL

Difference of Opinion as to Whether Province of Ontario or Federal Government Has Jurisdiction—Eight-Hour Day Question Not to Pass This Session.

OTTAWA—After some weeks of intermittent discussion and much obstruction in the House of Commons, the Ontario and Michigan Power Company's bill was finally passed, and awaits the Senate's decision. A division of opinion was held as to the right of the federal government to act, as the Province of Ontario has a settled and distinct policy regarding its rights of control over all water powers within its boundaries, and the bill was thought to fall within the jurisdiction of the province. It provides for the production of power in Ontario which will, in all probability, be transmitted to the state of Michigan. Two rivers are concerned in the question, one of which, the Pigeon river, is an international stream, and the Dominion premier, Sir Wilfrid Laurier, considered that this fact placed the responsibility of legislation with the federal government, while Sir James Whitney and his provincial cabinet contended otherwise, the power plant being situated entirely within the boundaries of their province.

A deputation from the Ontario Legislature waited upon the Dominion government to urge their claims. Sir Wilfrid commanded their attitude, but maintained that the final authority in this case lay with the federal government, which decided to pass the bill.

In the Senate the Bay of Fundy Tidal Power Company was objected to on the plea that the damming of 15 streams involved, would tend to interfere with previously existing rights. The cost of damming only two of these, the

Petonic and the Memramcook, was estimated to total \$7,500,000, while the capitalization of the company applying for rights was only a quarter of a million. This the Senate considered an inadequate amount in proportion to the undertaking.

Senator Wood said "the production of power from the Fundy tides is a tempting proposal," but the present scheme would affect sewerage of towns, destroy shipping facilities and damage productive marsh lands. After the second reading the bill was referred back to committee where the promoters views might be heard, but with the understanding that the principle was not approved.

A lengthy discussion on the eight hour labor day question engaged the attention of the commons, though resulting in no legislation, the discussion led by Mr. Verville of Maisonneuve, showed that where the eight hour day had been tried manufacturers reported that the diminution of working hours had not produced a relative decrease in output. Owing either to increased efficiency of the workers or improved arrangements for work, the output was maintained and the manufacturers did not go back to the old system.

Mr. Lemieux, minister of labor, explained that the compulsory eight-hour labor day bill was so far down on the order list that it could not be reached this session, and in any event he could not endorse it in its present form, although the principle was good, and the next session would doubtless see some progress made with the question.

TORONTO TO HAVE BIG CONVENTION

Fifth Yearly Conference of International Council of Women to Be Held There During June.

TORONTO—The 5th yearly conference of the International Council of Women will be held here from June 16 to July 1. The Dominion government has given a grant of \$1000 to the society. Delegates are expected from Australia, the British Islands, Germany, Holland, Norway, Greece, Italy, Hungary, Austria and other countries. Professor Hainisch, who founded public libraries in Austria will be one of the speakers in the literature section. The meetings will be held at Toronto University, and will be divided into nine sections.

FRANCIS JOSEPH TO MEET KAISER

BUDAPEST—Emperor Francis Joseph has left here and is on his way to Vienna to meet the German Emperor. He has ordered the entire Austrian fleet to meet the imperial guests at Fiume and escort the Hohenzollern to Acre.

AT THE THEATERS

BOSTON—"Belle Robe,"
CASTLE SQUARE—"The Runaway Girl,"
COLONIAL—"A Stubborn Cinderella,"
HOLLIS STREET—"The Golden Butter-dy."

KEY—"Vaudville,"
MAJESTIC—"The Music Master,"
ORPHEUM—"Vaudville,"
PARK—"The Traveling Salesman,"
TREMONT—"The Rejuvenation of Aunt Mary."

NEW YORK.

ACADEMY OF MUSIC—Robert Mantell in repertory, Friday evening and Saturday matinee, "Richelieu."

Saturday evening, "Richard III."

Monday evening, "The Marble Heart."

ALTAIR—"The Man from Home."

ASSTON—"Going Some."

BIJOU—"A Gentleman from Mississippi."

COLONIAL—"Vaudville."

CRITERION—"The Fair Co-Ed."

DALY—"The Climax."

EMMY—"Every Woman Known."

GAETY—"The House Next Door."

GARRICK—"The Man from Mexico."

GRAN OPERA HOUSE—"The Call of the North."

HACKETT'S—"A Woman's Way."

HAMMERSTEIN'S—"Vaudville."

HERALD—"Vaudville, The Beauty Spot."

HIBBERT—"Spectacular."

HUDSON—"The Third Degree."

KEITH & PROCTOR'S, Fifth avenue—Vaudville.

KELLY—"Proctor's, 123rd street—Vaudville."

KNICKERBOCKER—"The Candy Shop."

LIBERTY—"For the Love of Money."

LELAND—"The Dawn of Tomorrow."

LYRIC—"The Great John Gant."

MAJESTIC—"The Red Moon."

NEW AMSTERDAM—"The Man from Home."

NAVOY—"The Writing on the Wall."

STYLUS—"The Easiest Way."

WEST END—E. H. Sothern in repertory.

Friday evening, "Lord Dundreary."

Saturday afternoon, "If We Were King."

Saturday evening, "Richelieu."

CHICAGO.

AMERICAN—"Vaudville."

BUSH TEMPLE—"The Stolen Story."

CHICAGO OPERA HOUSE—"Mary Jones."

COLONIAL—"The Merry Widow."

GRANGE—"The Indomitable Miss Gower."

GRAND OPERA HOUSE—"A Gentleman from Mississippi."

GREAT NORTHERN—"The Alaskan."

HAMILTON—"Vaudville."

ILLINOIS THEATER—"The Traveling Salesman."

LA—"The Golden Girl."

MCCLURKIN—"The Sins of Society."

MAJESTIC—"Vaudville."

NATIONAL—"Granstar."

OLYMPIA—"Vaudville."

POWERS—"My Boy."

PRINCESS—"The Prince of Tonight."

STUDIO THEATER—"The Caspian."

WHITEFISH OPERA HOUSE—"The Bachelor."

ITALY HAS RAILWAY MISHAP.

ROME—In an accident today on the electric railway, from Grotellana to Novara, due to a short circuit, there were nine fatalities and a number of employees were injured.

LONDON—Prof. George Grafton Wilson of Brown University has accepted an invitation to lecture at Cambridge University May 21 on international law and the recent international naval conference in London.

WILSON TO GIVE LECTURE.

WINNIPEG—Conditions here are now perfectly suited for seeding and much progress has been made. Another week will see the bulk of the wheat in the ground.

SOWING WHEAT IN CANADA.

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PARIS—The French government has made Henry Vignaud, first secretary to the American embassy here, a grand officer of the Legion of Honor.

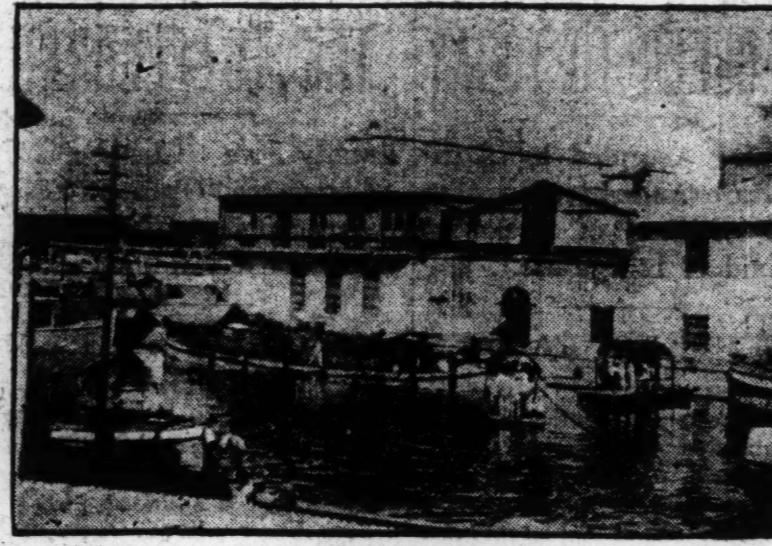
Lift Bridge Solves the Ferry Problem of Manila

The Old-Fashioned Spanish-Filipino Catamaran Ferries Prove Inadequate to Needs of Growing Community.

MANILA, P. I.—One of the quaint old Spanish-Filipino institutions which has proved inadequate to the growing needs of the community under American administration is the Binondo ferry. This ferry transports foot-passengers over the Binondo canal, which is one of the numerous "esteros" which form the network of waterways that, connecting with the Pasig river, constitute a system of highways throughout the city.

The ferry comprises two rafts or catamarans, of remarkable buoyancy, each covered by a hood or awning, and each capable of carrying a dozen or more passengers besides the ferryman and the native urchin who wriggles about among the patrons, collecting fares in a battered tin dipper or a half of a cocoanut shell.

Lighters, lorchas, paraos (native sailboats) and cascos, such as the long craft seen almost in the center of the picture, but a little to the left, are constantly using the canal, and at certain times of the day, notably early in the morning and about 5 o'clock in the afternoon, the channel is so crowded with craft of all descriptions that a sure-footed native



BINONDO FERRY, MANILA.

This canal at its confluence with the Pasig is a busy place, and the quaint old ferry boats formerly did a thriving business.

can easily make the crossing by stepping from one to the other. Not unnaturally this interferes somewhat with the ferry service.

The canal being but a few feet in depth a pole is used as the means of propulsion. The individual fare is one centavo, a hundredth part of a peso, and worth therefore one half a cent, U. S. currency. Most of the foreign merchants and their employees who have to cross and recross the ferry daily on trips to and from the custom house find

it convenient to pay by the month, the ferryman being quite willing to commute month's daily journeys for a "media peso," the equivalent of an American quarter.

The catamaran ferries are operated under government licenses and pay quarterly revenue fees. In spite of the primitive method and the ludicrously low fare the amount of business formerly done in a year was enormous. However, a lift bridge has been built across the canal for expediting the pedestrian traffic.

ENGLISH AUTHORITIES ASK AS TO VOLUME OF RESERVE

Wish to Know the Extent of Canadian Farmers' Wheat Holdings—Believed in London Present High Prices for Cereal Will Be Maintained for Some Time.

LONDON—The recent fluctuations of the wheat market have caused unusual importance to be attached by English authorities to the volume of this grain in reserve in Canada, a question upon which there is difficulty in obtaining authentic data. The only authoritative information obtainable is that the Canadian farmers had in their possession on March 1 about 23,000,000 bushels, but since that time it is impossible to assert with exactness how much they have parted with in response to the inducement of advancing prices. In some quarters it has been stated that the farmers west of Winnipeg held 27,000,000 bushels, but no one is able to state at present to what extent that supply—presupposing the figures to have been exact—has been reduced.

In Canadian circles in London it is believed that the present high prices will be maintained for some time, and that production will be stimulated in consequence. Some years ago those who prophesied "dollar wheat" for the Canadian farmer were ridiculed, but Winnipewit wheat has passed that figure, which represents a gold mine to the farmer. In fact, the increasingly higher standard of living among the races of Asia, and the demand for wheat that so often accompanies a higher standard, it is thought may have something to do with the present bullish market. Those who have travelled in Canada, the United States and the Argentine realize that if the demand were to become more urgent the vast acreages not at present available in those countries would be developed.

Already the growing tendency of the Asiatics to consume wheat is causing comment among wheat producers. Shipments for far eastern ports are being made at Vancouver, and Canadian farmers are asking themselves what will happen if the vast population of the Chinese empire takes to wheat flour. In fact, the increasingly higher standard of living among the races of Asia, and the demand for wheat that so often accompanies a higher standard, it is thought may have something to do with the present bullish market. Those who have travelled in Canada, the United States and the Argentine realize that if the demand were to become more urgent the vast acreages not at present available in those countries would be developed.

NEW BUILDINGS GO UP IN CAIRO

GERMAN SYSTEM FOR UNEMPLOYED

Berlin Labor Exchange, With Two Five-Story Buildings, Cares for Many While Seeking Employment.

BERLIN—The capacity which the German mind has of adapting means to ends has in Berlin solved the problem of making those seeking employment self-respecting. The Arbeits-Nachweis, or Labor Exchange, housed in two splendid five-story brick and stone buildings and designed to accommodate 4000 men and women, places the man or woman in search of work on the same dignified trading level as merchants or brokers who have to produce to sell.

Through the cooperation of the municipality, workers and trade unions this institution is provided with an annual allowance of about \$25,000. On this income and the small fees the exchange in 1907 provided shelter for 158,098 men and women in search of employment, and found work for 95,678.

Few formalities are required and the regulations are of the simplest kind.

Any unemployed person may invoke the exchange's work-finding facilities upon payment of a registration fee of five cents. If a member of a union contributing to the support of the exchange, this charge is not exacted. Upon the payment of the registration fee a receipt or membership card is issued which entitles the holder to the privileges of the exchange for three months.

NEW BUILDINGS GO UP IN CAIRO

Egyptian City Fast Recovering From Temporary Lull in Building—Large Shops and Flats Rising.

CAIRO—Visitors to Cairo last year who went away with the impression that the city, as far as improvements are concerned, was at a standstill will find the reverse true this year.

The buildings which were started previous to the financial crash were left in an unfinished condition, and had all the effect of ruins, but now everything is different. Buildings are being completed, new ones projected, and many bare and untidy spots are fast disappearing.

The Sharia el Boulaq will in all probability develop into one of the finest streets in Cairo. The new theater is being rapidly pushed forward, and the large flats and shops on the opposite side of the street are almost finished; and with the building of the new Boulaq bridge and the gradual clearing away of the small unsanitary dwellings at the river end the street will present a modern and progressive appearance.

Foreign Briefs

CARACAS, Venezuela—It is impossible to verify here the story that the captain and crew of the American whaling vessel Carrie D. Knowles of Providence are in a Venezuelan jail.

VIENNA—The gardens and conservatories of Baron Alfonso de Rothchild at Hohe Warte, near Vienna, may disappear owing to an expected landslide.

PARIS—The French government has made Henry Vignaud, first secretary to the American embassy here, a grand officer of the Legion of Honor.

IMPORTANT DISCOVERIES ARE MADE BY PROFESSOR SAYCE

Makes Valuable Find on Site of Meroe, One-Time Capital of Ancient Ethiopia—Shipment Will Probably Arrive in England Early in June.

CAIRO, Egypt—The discoveries recently made by Professor Sayce on the site of Meroe, the one time capital of ancient Ethiopia, with the evidences of which he will arrive in England some time during this month or early in June, are of almost incalculable value in bridging over the interval between the present and the time when all Egypt and the Sudan were a portion of the Christian world.

His discoveries in this portion of the Sudan, which is to the eastward of the Nile, somewhat northeast of Khartum and in about the latitude of the Sixth Cataract, settle the question of the existence of the much discussed city, which was denied by some archaeologists who had fruitlessly searched for its site, and of the location of which there was no previous definite knowledge. Extensive evidences of churches, monasteries and columns, marked with Christian emblems and columns, were found near Dongola and at Saba, beyond Khartum. Last December Professor Sayce found similar indications of a once extensive Christian civilization on the Blue Nile near Sennar, and his search was still more richly rewarded in the vicinity of the Meroe pyramids.

Since the days when Strabo—whose activity was between the years 60 B. C. and 20 A. D.—described the royal seat of the Ethiopians, giving the distances of the city from Alexandria and from other points until the visits of Caillaud, Hoskins and Lepsius, which took place between 1820 and 1844, the history of this region was almost a blank. During the reign of Queen Candace the country was forced to acknowledge the sway of the Roman Emperor Augustus, and later a viceroy of the realm on a visit to Palestine, which prefaces the conversion of Queen Candace and her court, which in turn accelerated the Christianizing of all Egypt and the Sudan, from the Mediterranean to the Blue Nile, which was accomplished within 500 years. During the subsequent ascendancy of the Moslem this condition was all reversed, particularly south of Assuan, until in late years the very existence of the glories of the Ethiopian regime have been questioned.

The discoveries by Professor Sayce open up a new and promising field of archaeological research. Adventurous exploitation is curbed by the Sudanese government, which desires to protect the monuments from being ransacked by the unappreciative.

TURKEY TO OUST OTHMAN DYNASTY

BEVERIDGE PROVIDES WAY TO BLOCK TOBACCO TRUST

Indiana Senator Offers Amendment Increasing Rates of Payne Bill Schedules and Shows How the Monopoly Has Mulcted Nation of Nearly \$200,000,000.

WASHINGTON—Senator Beveridge of Indiana, charging that the government has lost \$184,099,557 in the last eight years, which it might have collected in revenue from tobacco, and that of this amount \$120,000,000 has gone into the pockets of the tobacco trust, because its continued sale of short weight packages, today offered an amendment to the tariff, increasing the rates of the tobacco schedule.

In support of his amendment Mr. Beveridge said that it would bring in at least \$21,461,964 more revenue each year than the present bill would produce. It also would correct an injustice to the American people. During the Spanish war, 1898, the tax on all forms of tobacco was raised in order to supply the government with increased revenue. At the same time manufacturers were authorized to reduce the size of the packages in which the tobacco was sold from two, three and four ounce to boxes containing only one and two thirds, one and one half and three and one third ounces.

When the war tax was removed in 1900, the short-weight packages of tobacco were continued, therefore for seven years the people have been compelled to pay the same price for these smaller packages, while the manufacturer has been relieved from the increased tax. The manufacturer still collects the war tax from the people, said the senator, but instead of paying it to the government he keeps it for himself.

He described the tobacco trust as, perhaps, the most compact and effective private monopoly in existence. Within five hours from the time the amendment was introduced, said Mr. Beveridge, the trust would have its ablest men in Washington fighting it. He also predicted that it would have its agents at work among the cigar makers of the country, trying to persuade them that it would be against their interest and to frighten them into besieging Congress with petitions and resolutions against it. He wanted to assure the cigarmakers of the country, in the most emphatic way, that it would not affect them. The amendment would not increase the tax on any cigars, except those which sell for 10 cents, or three for a quarter, or over.

"One of the most curious absurdities," said Mr. Beveridge, "in our whole system of taxation is found in the startling fact that we tax cigars regardless of their price. The working man, the limit of whose luxury is an occasional 5-cent cigar, pays just as much tax to the government as Mr. Morgan pays when he buys a dollar perfecto. On the cheaper forms of tobacco indulgence the great body of the people are still paying the tax, but instead of giving it to the government they are now enriching the trust."

Mr. Beveridge's amendment increases the present rate on chewing, smoking and fine-cut tobacco from 6 cents to 9 cents a pound. The trust, he said, controls more than 80 per cent of this business. He also proposes a graduated increase on cigars above those selling at less than three for a quarter. These increases range from \$1.50 up to \$6 a thousand, and would increase the revenue, he calculated, on high-priced cigars alone, by at least \$3,000,000 a year. His amendment proposes to increase the present tax of 6 cents a pound on snuff to 12 cents, thereby increasing the revenue \$1,352,865. It also increases the present rate on cigarettes which retail at 5 cents for a package of 10 cigarettes to \$1.50 a thousand; those retailing at 10 cents for a package of 10 to \$3 per thousand, and on higher priced cigarettes to \$4.50 per thousand, the increase in each case being from the present rate of \$1.08. On cigarettes he calculates an increased revenue from this amendment of \$4,879,346, and from the increase on chewing and smoking tobacco \$10,923,251.

Tariff Reduction Meeting Setsbacks From Democrats

WASHINGTON—What the Senate has done with iron ore is regarded as a forecast of what may be done with hides, lumber and coal. Democratic votes to put a tariff on these raw materials, it is believed, are ready to be delivered, whenever the necessity arises. Eighteen Democrats voted yesterday to sustain the recommendation of the Senate finance committee to put a duty of 25 cents per ton on iron ore, which the House had proposed to put on the free list.

Fully as many, it is estimated, will be found voting to restore the duty on hides, coal and lumber. If the solid Democratic vote had been joined with the 14 so-called "progressive" Republicans, who voted for free iron ore, they would have been sufficient to carry that proposition. But the hopeless division of the Democrats not only kept iron ore from the free list, but practically insures the retention of the other rates in the iron and steel schedule.

"Free raw materials" used to be the cry of the Democrats, but since the wonderful industrial development of the South in the last 20 years that has all been changed, and the representatives of that section are as eager now for protection of their products as the most ardent Republican.

In fact, it was the Republican House that put free iron ore, free hides, free coal (with a reciprocity attachment) into the Payne bill and cut the existing rates on lumber one half. Democratic votes have already overturned the first of these Republican verdicts, and the representatives of that party are among the loudest

in clamoring for a restoration of the existing rates of \$2 per thousand on lumber.

As consideration of the tariff bill progresses in the Senate it is becoming more evident that the finance committee has successfully gauged the sentiment of that body. Every attempt that has made so far to change the rates recommended by it has been voted down and it is apparent now that no reductions will be made by the Senate which have not the sanction and approval of the finance committee.

A number of such reductions have already been made, and others will follow where, in the course of the debate it appears desirable, and there will be changes in classification which will have the effect of reducing duties. But the fact remains that no amendments are being accepted in the face of the opposition from the finance committee. Senator Aldrich is still in control.

Culberson Report Shows Tariff Revision Upward

WASHINGTON—The tariff on hundreds of articles is higher in the Aldrich bill than in the Dingley law, according to a tabulated statement filed in the Senate today by Senator Culberson of Texas, the Democratic leader.

When the Aldrich bill had been reported the Democratic senators employed experts to make an analysis of the measure. One result of their work is this table of increases.

It shows that the Dingley rate has been increased in 17 paragraphs of the metal schedule, covering a great variety of articles. These include the star increase in the entire bill, which is 4900 per cent on ferrotungsten. This was accomplished by making a single change in the duty from \$4 a ton to 20 per cent ad valorem.

The raise in ferrochrome is 1049 per cent. The increase on flatirons, castings, cast iron vessels and tailor's irons is 225 per cent. On certain steel sheets and plates the increase is 82.65 per cent and on steel ingots and blooms 48.94 per cent.

In the agriculture schedule there are increases of from 25 to 100 per cent on oats, rye, wheat, hops and buckwheat flour. The duty on figs has been increased 25 and on dates 100 per cent. On lemons the raise has been 50, on olives 33.33 and grapes in barrels 25 per cent.

Cotton thread of 33 grades has a duty that shows an increase of from 2 to 110 per cent. The uplift in the rates on cotton cloth has been general and pronounced, the range being from 1 to 400 per cent. One grade was advanced 125 and another 185 per cent. Silk increases run from 12 to 133 per cent.

The duty on artificial horsehair is increased 150 per cent and this affects many articles made of artificial silk.

There are increases of 100, 225 and 400 per cent in the lithographic schedule.

Wrapping paper is up 40 per cent.

The tariff on fireworks has been given a lift of 275 per cent. Gaufré leather is raised 100 per cent and cloth for buttons 300 per cent.

ALABAMA STATE COLLEGE GROWING

"Henry D. Clayton of Alabama was selected as the alumni speaker of the state university this year, not because of his being an Alabama man, but because he is one of the big men of the country, the kind that the institution students have been bringing out for the past several years," said State Senator Henry F. Rees of Selma in Montgomery (Aa) recently. "His home and place of birth are merely a coincidence. He is one of the strong and attractive men of the country at this time, and we asked him for that reason, though it is, of course, gratifying that he is an alumnus of the school."

Senator Rees is enthusiastic over the university. He believes that it is growing vastly in the estimation of the people, and is satisfied that it is doing a class of work that will command it to the best appreciation of the people, says the Atlanta (Ga.) Constitution. Next fall the standard will consist of 12 units, after that the full 14, which will place it in a class with the best in the country. "We must leave something for the secondary schools to do," said Mr. Rees. "They are now being brought up to excellent service, and the state needs them."

SPANISH TRAINS OBEY SPEED LAW

The Spanish train averages possibly six miles an hour—to allow one to make time exposures of the scenery, perhaps. It makes frequent and long waits. At every station the guard runs up and down, shouting the name of the town and the number of minutes for each stop.

At every station also the two military guards, who accompany each train, descend and walk around the cars, looking to see that no robbers are concealed. As there is at least one stop an hour, these guards get some exercise before the day is over. They say this custom was adopted to drive away any brigands who might be concealed in or about the train, and that it has been successful, says a writer in the Outing Magazine. These military guards are very fine looking men and wear an impressive uniform.

News in Brief Gathered Today from Towns and Cities in Massachusetts

CAMBRIDGE.

The school board meets today for its regular weekly session under acting Superintendent Joseph H. Beale.

The local Y. M. C. A. officials are making up the lists of young men and boys who will take their vacations at the Billerica summer camp. The demand for the privilege exceeds the accommodations.

The Margaret Fuller House is seeking to add to the settlement library. Books for boys and girls are especially needed.

A concert was given at Riverbank Court Thursday evening, complimentary to the guests of the hotel. The artists were: Mrs. Jennie Patrick Walker, soprano; Mme. Clara Poole, contralto; John E. Daniels, tenor; Earl Cartwright, baritone; Miss Ida Mille, reader; Mrs. Jennie Jewett Morandi, pianist; Warren G. Richards, humorist; Walter E. Young, violinist.

Previous to the concert several dinner parties took place, and after the concert the guests were entertained with refreshments.

LYNN.

There is promise of a spirited contest for the chairmanship from this district this fall, Representative Mathew McCann, ex-Representative George S. Newhall and Representative William E. Dorman being announced.

J. August Ohision of New York is to head a delegation of business men and students from Sweden on a tour of Lynn's shoe and electrical factories this summer.

WALTHAM.

The sub-committee on arrangements for the city's 25th anniversary celebration will meet at city hall this evening.

J. Waldo Bond, son of ex-Mayor Charles P. Bond, has been appointed claim agent for the Boston & Albany railroad at Springfield.

The Pickering Epworth League of the First Methodist church has started a membership contest. The contest will end in June. The losing side will provide a supper or picnic for the winners.

A song and dramatic recital will be given in Endicott Hall this evening by Mrs. Alice Worcester Weeks and Mrs. Adelaide Chase.

The Brotherhood of St. Andrew of Christ Church will meet this evening at the home of the Rev. Francis Webster on Lyman street.

Waltham Lodge, 7762, Odd Fellows, Manchester Unity, this evening will discuss leasing a new hall.

SOMERVILLE.

The board of aldermen adopted a "compromise" order which is believed will settle the deadlock over the salary of the new chief of police, Charles A. Kendall, at a meeting Thursday night. For the first year he will receive \$1000, which is \$100 less than what was paid his predecessor.

The board granted 6th class liquor licenses to 28 druggists. "Pony" express licenses were granted to seven. The mayor's veto of the "pony" express license granted Hugh Reynolds was sustained.

Several amateur dramatic performances were presented Thursday evening in Somerville. The young people of the St. James Church gave "Miss Fearless and Company." Ramona Lodge 93, I. O. F., presented "Willowdale" in Fraternity Hall in West Somerville. In the Day Street Congregational Church the last performance of the "Japanese Girl" was given by the Young People's Christian Endeavor Society.

BOSTON BRIEFS

This city is to have a new steam roller at a cost of \$3500 and a new ladder truck for the fire department at a cost of \$2500 if the recommendations of the finance committee are passed next Monday evening by the aldermen.

A baby orang-outang less than a year old is the special care of Chief Engineer Hayes of the steamer Ghazee, from the far east, unloading a valuable cargo today at Mystic wharf.

Inspector Morris Wolf of police headquarters is today receiving congratulations and floral tributes from his many friends upon completing 20 years service in the department.

Alexander McGregor, late president of the Scots' Charitable Society, was given a complimentary dinner at the Algonquin Club Thursday evening by Commodore Hugh G. Brown and others. Mr. McGregor received a golden jewel as a token of appreciation of his work in the society.

Daniel Lacy of Brookline has been appointed superintendent of the Brookline tree planting committee at a salary of \$1500 per year. Mr. Lacy will have full charge of the work exterminating the gypsy and brown-tail moths. He is one of the youngest of the town's officials.

Peabody & Stearns, who are working on the plans for the enlargement of the custom house, have written to the treasury department that the services of a consulting engineer are necessary to assist in the work. Secretary of Treasury MacVeagh will take up the matter upon his return to Washington from New York.

The United Fruit Company steamers Verona and Limon sailed from Long wharf this morning for Port Limon, Costa Rica, and Port Antonio, Jamaica, respectively. Among the passengers on the Limon were C. V. Linds of Port Limon, J. M. Dunley, H. S. King, Willis Jones, F. J. Wallis and F. J. H. Lucas of Boston.

The Dedham Woman's Club observed gentleman's night at Greenleaf Hall Thursday evening. Phidelac Rice of Boston read "The Man of the Hour," representing in turn all the characters of the book, and the Hyde orchestra played several selections.

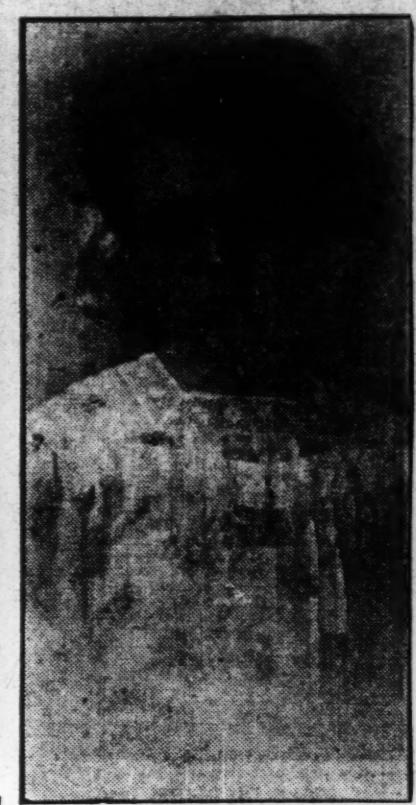
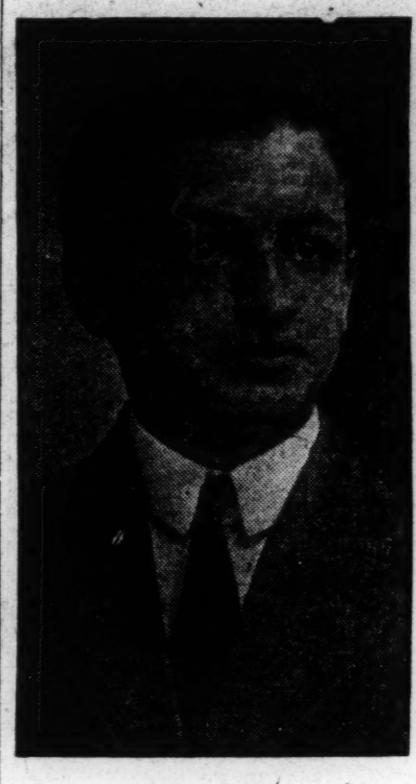
HINGHAM.

The Friday Woman's Club members of this town will be the guests of Mrs. L. W. Atwood at her home in South Weymouth this afternoon.

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MALDEN HIGH HONOR PUPILS TWO OF YOUNGEST IN CLASS

Dorothy Ransom and Joseph Spear, Each Seventeen Years Old, Selected for Places and Other Parts Have Been Assigned.



WHEAT PRODUCTS ARE TO INCREASE

Secretary Wilson Explodes Theory That United States May Fail to Produce Her Own Bread.

CHICAGO—Secretary Wilson of the department of agriculture, who is in Chicago interviewing the "animal industry inspectors" at the stockyards, paused in his work long enough to say:

"There is some talk about the wheat production of the United States failing below the consumption point. If wheat stays at \$1 a bushel we shall see all the corn and pasture land in the middle west plowed up and turned into wheat. There is good profit to the farmer in wheat at \$1 per bushel."

"Let me mention another thing. The East is going to be fed more and more from the sandy deserts of the West. A few years ago the so-called arid land of the West was not considered worth anything except to raise cactus. Now we have given the farmer a hard wheat that will grow from an abundant crop with only 10 inches of rain per annum. Last year I think we got 50,000,000 bushels of it."

"This new variety of wheat, the growth in the knowledge of 'dry farming' and the government and private irrigation projects, will soon result in greatly increasing the total farm products of our country—especially wheat,—while it remains at \$1 a bushel."

DALLAS PROTESTS CLOSE OF STATION

DALLAS, Tex.—On the urgent request of a committee of officers of the Texas national guard the Dallas Chamber of Commerce has taken up the closing of the United States army recruiting station in this city after it had been established for 18 years.

An appeal has been made to the representatives of Texas in Congress.

Senator Culberson states that the closing of the station was due to the fact that the regular army was up to its full strength, but that he will give his personal attention to the matter. It is said that the Dallas station has enlisted more men than that in any other city of equal size in the United States.

WIRELESS WAVES FURNISH LIGHT

OMAHA, Neb.—The lighting of the big auditorium by electric impulse from the wireless tower at Fort Omaha, six miles away, was a novelty to which visitors at the show of the Omaha electrical exposition were treated Wednesday night.

The method used was that developed by Dr. F. H. Milliner, experimenting engineer of the Union Pacific railroad, and is the same as was used by him several months ago in operating a motor car at a distance. Dr. Milliner had the cooperation of the United States army signal corps, under command of Lieut.-Col. William A. Glassford. The show will be lighted by wireless each night.

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CUSHION RUBBER Hose Supporter
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Comfortable
Of Your Dealer,
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accommodations for permanent guests, vacationists, business men, tourists.

Rooms \$1.00 to \$2.00. Board \$1.00 to \$2.0

CONDUCTORS KEEP HEADQUARTERS AT CEDAR RAPIDS, IA.

Attempt to Bring About a Change to Indianapolis Defeated by a Large Majority of the Delegates.

TRIP TO PROVIDENCE

Today the conductors' delegates and ladies' auxiliary officers and delegates journeyed to Providence, R. I., for a real New England clambake, and in the evening the ladies will be entertained at Keith's Theater, while the conductors will meet at Paine Memorial Hall for an informal social time. The entertainment of the visitors today is in charge of the local division of the Brotherhood of Railroad Trainmen.

The ladies' auxiliary meets in executive session every morning, and the principal business so far transacted has been the discussion of proposed amendments to the constitution. Representatives from cities desiring the next biennial grand division of both orders are concentrating their efforts among the ladies' auxiliary delegates. Jacksonville, Fla., Columbus, O., and Cincinnati, O., have sent able representatives to capture the next grand division, and at present sentiment among the lady delegates seems to be slightly in favor of the Florida city.

Delegates to the 32d grand division of the Order of Railway Conductors have voted by a large majority to retain the national headquarters of the order at Cedar Rapids, Ia. The campaign which representatives of Indianapolis commercial organizations have made among delegates to every biennial grand division since 1895 for the selection of their city as permanent headquarters was again defeated through the effective arguments advanced by the Hon. J. M. Grimm of Cedar Rapids.

LOBSTER MEASURE QUICKLY DEVELOPS SHARP OPPOSITION

Opposition to the lobster bill reported by the fish and game committee Thursday is developing rapidly. Now that it is printed, it is discovered that it provides extreme penalties for the keeping or selling of lobster meat. But while the objections are piling up regarding the stringent provisions as to selling lobsters, the fishermen themselves are catching crustaceans of unusual size.

According to the bill, everything must be sold in the shell. It says in so many words that the "possession of a mutilated lobster, cooked or uncooked, shall be prima facie evidence that they are not of required length." A fine of \$5 for each lobster is provided for in the bill.

In another section dealers are forbidden to have on hand lobsters except in the shell and transportation companies must not knowingly handle mutilated lobsters. In the first case fines up to \$20 can be imposed and in the second a company can be fined as high as \$50.

Already some of the members from the shore towns in the state are learning from their constituents who follow fishery legislation closely that the bill reported by the committee means a great and unnecessary hardship to them.

The lobster fishermen of Boston are surprised by the unusual size of the lobsters caught recently. They exceed in weight anything which has been seen in this market for some years.

An old lobsterman says that he has been getting three to six lobsters a day of a size which a year ago he would have considered enormous.

He sees no explanation of this, as the traps are much the same and the law against small fry has not been in operation long enough to make any difference in the size.

It is believed, however, that the increase in the number caught and the larger size are due to the fact that unexploited beds have been found in which the highly prized crustaceans have been sporting and fattening for years undisturbed.

RESUME HEARING OF McCULLOUGH

The hearing of the case of Leo F. McCullough and Attorney James T. Cassidy before Judge Schofield was resumed this morning at 9:30 o'clock when James W. Mudge, stenographer for the finance commission, read the testimony of Leo McCullough and James Cassidy given before the finance commission, in which McCullough said that he bought the books from Cassidy, and denied that he had ever sold any of the books to the city. In cross-examination the witness said that District Attorney Hill told him that he would allow him on direct examination to explain the interlineations and corrections in his notes.

R. H. WHITE MINSTRELS PLEASE. The minstrel show given by the employees of the R. H. White Company in Jordan Hall Thursday night proved a marked success and will be repeated tonight. It is the annual burnt cork entertainment of the Employees' Mutual Benefit Association.

Crescent Association of Waltham Presents the Play "The Kleptomaniac"



MISS FRANCES R. WILCOX.
Who played the part of the lawyer's wife in "The Kleptomaniac," at Waltham.

WALTHAM—One of the most successful entertainments of the season was given by the members of the Crescent Association and their friends before an audience that filled the assembly hall of the free reading room Thursday evening.

The principal feature was a comedy in one act presented by the Misses Frances R. Wilcox, Bernice M. Brock, Hazel Weaver Bold, Bessie E. Lewis, Helen J. Young, Inez F. Hill and Ruth Fleming. The piece, though entitled "The Kleptomaniac," lacks a kleptomaniac. The part of the lawyer's wife was very well played by Miss Frances R. Wilcox. Miss Bold, as a young bride, who always said the wrong thing at the wrong time, was also excellent.

A minstrel sketch was given by Herbert Clarke and associates. There were two other short dramatic sketches and some fancy dancing.

GOVERNOR TODAY GREETS THE D. R.

Eben S. Draper Receives the Daughters of the Revolution in the Executive Chamber This Morning.

About 40 members of the Daughters of the Revolution, delegates to the national convention here, were received by Governor Draper this morning in the executive chamber. The Governor was assisted in receiving by Mrs. Helen Hodges, ex-treasurer-general of the national association of the Daughters in the United States.

Mrs. Hodges is of New Jersey, but of Massachusetts origin. She apologized for the absence of her associates of the board of national officers because of the attractions of the excursions planned for them today. But for them there would have been a hundred or more of the Daughters present. Mrs. Hodges was accompanied by Mrs. Adeline Frances Fitz of Wakefield, president-general; Mrs. Bancroft of Denver, state regent of Colorado; Mrs. David Worthen and Miss Worthen of Colorado, Mrs. Joseph J. Casey, registrar-general, of New York city; Miss Mary Hilliard Hinton of Raleigh, N. C.; Mrs. Sidney Peets, registrar of Connecticut; Mrs. George E. Smith of Malden and others.

Capt. David T. Remington escorted the party and after the reception conducted them through the Senate chamber. Then he took the party into the old Senate chamber of 1798, now the Senate reception parlor, and after that Guido Henry Weston took the Daughters all over the building.

The afternoon program today includes an excursion to Lexington and Concord under the direction of Miss Alice M. Simpson of Arlington Heights.

Over 100 delegates enjoyed a trip to the North Shore Thursday, being received by Mrs. Sarah Weld Smith at Swampscoot, and from there went to the Tedesco Country Club, where luncheon was served.

Many of the Daughters attended an illustrated lecture in Chickering Hall on Thursday evening on "The War of the Revolution," written for the Daughters by Dr. Ida Dudley Clapp. A concert by the Bostonia Orchestra, assisted by a quartette, preceded the lecture.

TECH SCHOOL MAY STUDY AIR TRAVEL

The Massachusetts Institute of Technology has appointed through its new alumni council a committee to consider the introduction of a course instructing engineers in aeronautics and air currents.

This would make it the first institution of learning in this country to establish such a course of instruction and the third in the world.

Committees were appointed to consider the advisability of establishing a permanent summer school of engineering and surveying at Tech, similar to that maintained by the Lawrence School of Harvard at Squam Lake, N. H.

CHRISTIAN SCIENCE LECTURE. DOVER, N. H.—Bliss Knapp, C. S. B. of Boston will deliver a lecture on Christian Science in the Opera House Sunday afternoon at 3:15 o'clock.

NEW YORK WOMEN PLEAD FOR BALLOT IN PUBLIC MEETING

Automobile Party of Workers Holds Forth in Madison Square at Noon With More or Less Success.

CROWD IS ORDERLY

NEW YORK—A distinctly new phase of the woman suffrage movement in America was initiated when a yellow banner bearing in big black letters the familiar legend "Votes for Women" was let out from the back of a big red automobile which had stopped in front of Dr. Charles H. Parkhurst's church, in Madison square, Thursday. In the car were Mrs. Pearce Bailey, Mrs. Francis Cabot, Miss Rosalie Jonas, Miss Josephine Casey and Mrs. Harriet Stanton Blatch, and the unfurling of the yellow banner was preliminary to the holding of an open meeting.

Five policemen were there to keep order, under the command of Captain Haines, but the crowd was orderly.

Mrs. Bailey, who wore a light gray tailor made gown with a becomingly feathered hat, argued that women would have to gain the right to take care of themselves before they would be properly taken care of.

"Mr. Root thinks that women should be protected by their husbands and brothers," she said, "but he doesn't offer to provide husbands and brothers for all women. No one can help women but themselves, and no one can give them the ballot but themselves. If the mayor were a woman the teachers would stand a much better chance of getting their equal bill signed, and if there were a few women members on the board of education there wouldn't be so much opposition from that quarter."

Mrs. Josephine Casey, a working woman whose plain black dress was in striking contrast to the smart gowns around her, protested against being asked to give any reasons for her desire to vote.

"If you want to go out of your house," she said, "and some one tries to stop you you don't argue with that person about why you want to go. You simply say, 'I want to go out.' It is the same way with voting. I want to vote because I am not a child."

After the addresses, Mrs. Bailey asked: "Does any one here see any reason why women shouldn't vote?" Quite a number of voices said "No."

"Evidently you have all been converted," said Mrs. Blatch. "Then prove it by helping us to carry on the work. You can do that by giving us money."

Two men gave up their hats and they were circulated on the outskirts of the crowd. The coin thus collected was emptied on the back seat of the automobile, the yellow banner was hauled in and the car rolled off to the Colony Club, where the party was entertained at luncheon by Mrs. Cabot.

READING THE CODE DENIED TO JURORS

TOCCOA, GA.—When juror consulted the Georgia code during the trial of Elbert Loden, Judge Kinsley declared a mistrial. The jury had been charged and had retired and was considering the case. An argument arose as to a point of law and one juror asked the deputy sheriff who was guarding the jury to bring him the code. The deputy complied and the juror read the law as laid down in the code and began to argue with his fellow jurors.

The matter was reported to the judge, who had the jury brought into court.

"In my court," said Judge Kinsley, "the jury takes the law from me. The code had no place in the jury room."

Judge Kinsley fined the deputy who furnished the code \$100.

DEALERS IN ARMS SCORED BY JUDGE

NEW YORK—Judge Foster in general sessions in sentencing a number of prisoners who had pleaded guilty to carrying concealed weapons expressed the opinion that the law should be broadened so as to include the dealers in such weapons.

"Much of our lawbreaking comes from the heedless carrying of concealed weapons," he said, "and if I had my way I would have the dealers in pistols keep you men company in prison. These men with their stores on Broadway ought to be ostracized from decent society, but until decent people will have nothing to do with dealers in slugs, pistols and other lethal weapons crime will go on and you men with less intelligence will get the worst of it."

I. O. O. F. ELECTS IN GRANITE STATE

DOVER, N. H.—The New Hampshire Department Council Patriarchs' Militant, I. O. O. F., has elected these officers: President, Gen. H. B. Fairbanks; vice-president, Col. H. A. Currier; scribe, Maj. John Bourlet; treasurer, Col. George E. Danforth; chaplain, Maj. W. C. Petten; officer of day, Maj. J. W. Hart; aide, Captain J. W. Gray; sentinel, Ensign D. W. Whittier; picket, Capt. E. P. Bessey.

Canton Parker of this city made the largest increase in membership in the past year.

APPEAL FOR MONEY MADE IN REPORT OF SCHOOL COMMITTEE

The Assurance of Successful Competition With Other Sections Lies in Superior Education, Say Members.

ECONOMY IS CITED

Boston public schools must have additional funds to properly maintain the present system according to the annual report of the school committee just issued. The report states that New England's assurance of competing successfully with the rest of the country lies in the superior education of her inhabitants.

The report shows that the public school system of the city comprises one normal school, two Latin schools, 10 high schools, one high school of commerce (for boys), one mechanics arts high school (for boys), 64 elementary schools, 110 kindergartens, five evening high schools, 14 evening elementary schools, five evening drawing schools and a special school on Spectacle island. The whole number of pupils registered in the public day school for the year ended June, 1908, was 108,531.

On the financial theme of the school system and the lack of sufficient funds for the proper maintenance of the schools with reference to the bill for increased support now pending in the Massachusetts Legislature the committee in a summary to the report says:

"An increased appropriation is needed for the public schools because the limit of economy has been reached, and without it the public schools cannot be maintained at their present standards.

"No community needs better education than Boston, yet Boston spends a smaller proportion per \$1000 of assessed valuation for education than does any other city in Massachusetts."

BISHOPS OUTLINE VITAL PROGRESS

Episcopal Dignitaries Approve Movements for Arbitration and Church Unity at Conference.

Bishop William R. Huntington of New York city maintains that the most vital achievements of the 20th century will not be the perfection of airships and wireless telegraphy, but the universal acceptance of a basis for international arbitration and the unifying of the Christian churches. This belief he expressed this morning before the congress of the Episcopal church in Tremont Temple.

The subject discussed this morning was "The Outlook for Visible Church Unity," and Bishop William C. Doane of Albany, in an address frequently interrupted by enthusiastic applause, declared that at present the apparent gulf confronting unity among certain churches was deep, but that efforts toward unification must first begin with unity in the individual church.

The rate must be lowered on and after June 1 next, from 25 cents to 15 cents, the rate which prevailed up to two years ago.

It is ordered by the commissioners that the charges to be made by the American Express Company for carrying small packages within New Hampshire has been ordered reduced by the New Hampshire railroad commission in response to a petition presented by the New Hampshire state board of trade and a number of subordinate boards of trade.

It is ordered by the commissioners that the charges to be made by the American Express Company per 100 pounds for the transportation of goods and merchandise between points within the state shall be and are hereby fixed on the following basis, one-line scale, two-line scale and three-line scale.

ONE-LINE SCALE.

40 miles and under	\$0.40
40 miles to 70	.50
70 miles to 90	.60
90 miles to 120	.75
120 miles to 160	.90
160 miles to 180	1.00
180 miles to 220	1.10
220 miles to 250	1.25

TWO-LINE SCALE.

25 miles and under	\$0.40
25 miles to 50	.50
50 miles to 75	.60
75 miles to 100	.75
100 miles to 125	.90
125 miles to 150	1.00
150 miles to 175	1.10
175 miles to 210	1.25

THREE-LINE SCALE.

1 miles to 20	\$0.40
20 miles to 40	.60
40 miles to 60	.80
60 miles to 75	.75
75 miles to 110	.90
110 miles to 140	1.00
140 miles to 165	1.10
165 miles to 200	1.25
200 miles to 250	1.50

The scale of charges for the transportation of goods and merchandise, where the packages weigh less than 100 pounds and do not exceed \$50 in value, is also fixed.

The expressions, "one-line scale," "two-line scale" and "three-line scale," used in the order made by the board, refer to lines of railway—that is, a one-line scale means a single line of railway requiring no transfer, as for instance, between Manchester and Concord; a two-line scale would apply where a transfer would be necessary, as between Manchester and Claremont, and a three-line scale would apply where two transfers would be required, as between Portsmouth and Claremont.

The 40-cent charge per 100 pounds is again put into effect between all points in the state where the distance is not over 40 miles on a one-line scale, 25 miles on a two-line scale, or 20 miles on a three-line scale. The 15 and 20 cent rates on small packages are made a part of the schedule and are made to apply equally in all parts of the state. For instance, on a one-line scale on a single line of railway, packages weighing not over 10 pounds may be sent a distance of 40 miles for 5 cents, and a package weighing not more than 15 pounds may be sent the same distance for 20 cents. Of course, where a transfer is necessary under the two and three line scales, such packages cannot be sent so far for this minimum charge.

HARVARD SENIORS WILL HOLD PICNIC AT NANTASKET BEACH

Class Members Will Spend Day of June First at Games and Feasting on the Sands Near Ocean.

ATHLETIC PROGRAM

Nantasket Beach will be the scene of the first great event of the closing exercises of the Harvard class of 1909, when the class will gather on June 1 for their class picnic, with games, ath-



J. E. GARNSEY.

Chairman of dinner committee, Harvard senior class, in charge of the general arrangements.

the chairmanship of J. E. Garnsey and R. T. Lee, have

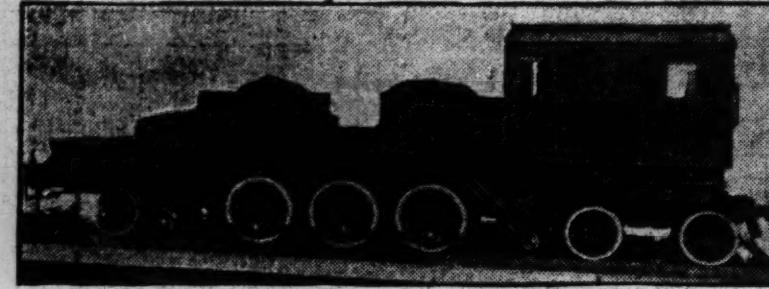
New Electric Locomotive Has Side Rods

Motors Connected with Driving Wheels by Rods and Cranks Instead of Having Armatures and Gears.

TEST IS A SUCCESS

A NOVEL type of electric locomotive has been designed and built by the General Electric Company and the American Locomotive Company jointly. It is of the side-rod type, the distinguishing feature being the fact that the motors are mounted on top of the frames and are connected to the driving wheels by rods and cranks instead of having the armatures geared to or mounted directly on the driving axles. This locomotive is designed to carry two 800-horsepower, single phase, 15-cycle motors, and with this equipment will develop a tractive effort of 30,000 pounds, at a speed of 18 miles per hour. The motors are capable of driving the locomotive at a maximum speed of 50 miles per hour and will operate equally well when running in either direction.

This new locomotive, according to the Electric Railway Journal, from which the description is taken, represents a reversal in all its mechanical details to



LATEST TYPE OF ELECTRIC ENGINE.

Picture illustrates improved machine which will develop tractive effort of thirty thousand pounds.

long-established steam locomotive practice. The wheel arrangement, with a four-wheel bogie truck at one end, three pairs of coupled driving-wheels and two-wheel radial pony truck at the opposite end, is exactly the same as that commonly designated as the "Pacific" type by steam-locomotive designers, and is the type that is usually adopted for heavy high-speed passenger service.

"The use of two motors of large capacity mounted above the frames," says the same authority, "gives this design a number of advantages over the use of many motors mounted on the axles. The weight per horse power of large motors is less, of course, than of small motors of the same aggregate capacity and of the same electrical characteristics. The location of the motors above the frames places them out of the way of dust and dirt, permits of better

ventilation and greater accessibility for inspection and repair.

"The location of the motors, close together near the center of the frame," it further observes, "concentrates a very large proportion of the total weight of the locomotive over the driving wheels, and there is the further advantage that with the weight concentrated near the center the moment of inertia of the entire locomotive around its vertical axis is reduced to a minimum. This tends to lessen the lateral rail pressure on the truck wheels, and consequently the wear on the wheel flanges and the rail head."

The new engine has been tested up to maximum speed on the General Electric Company's experimental track at Schenectady, the tests demonstrating that the design is entirely satisfactory, considered from both a mechanical and an electrical standpoint.

PLAYHOUSE NEWS

NEXT SEASON PLANS.

"Sergeant James," Eugene Walter's first play, was produced several years ago by Kirk La Shelle, but was soon withdrawn. Mr. Walter has revised the drama and the Shuberts, it is said, will give it an elaborate production.

Miss Blanche Ring is to be starred next season by Joseph Weber in "The Yankee Girl," a musical comedy by George V. Hobart and Silvio Heine.

Forbes Robertson and Miss Gertrude Elliot (Mrs. Robertson) are to tour America next season. The chief piece in their repertoire will be Jerome K. Jerome's successful new play, "The Passing of the Third-Floor Back."

Miss Henrietta Crozman desires to play Charles Surface in a production of "The School for Scandal," and may do so in New York next season.

George M. Cohan has bitten off a good deal for summer mastication, according to the New York Telegraph. Mr. Cohan expects to complete the librettos and scores of "The Chorus Man" for Raymond Hitchcock, "The Harrigan Girl" for Edna Wallace Hooper, "The Christmas Doll" for Josephine Cohan and a new play for himself.

THE LAMBS' GAMBO.

The Lambs' all-star gambol proved a strong magnet for the scattered members of that organization. Charles Klein sailed on the S. S. Cedric on the third in order to be in New York for rehearsals on the tenth. Mr. Klein had an invitation to make a tour through Italy and had intended to undertake that when he left New York. It was felt that the author's scene in the Hobart piece would be incomplete without him, so at the special request of Mr. Belasco, Mr. Klein canceled his tour and turned homeward.

George Broadhurst was conducting the production of a play in Los Angeles. Its great success was alluring and Broadhurst was the center of much entertainment there. However, upon receipt of a telegram from Eugene W. Presbrey, who has charge of the stage managers' committee, Mr. Broadhurst left Los Angeles at once and reported Saturday for duty in New York. Dustin Farnum and his brother, William, have come in from Chicago. Eddie Foy canceled a date at Providence to appear; Andrew Mack jumps back from Pittsburgh to report for rehearsals; Maclyn Arbuckle left his farm on the shore of Lake Erie and Eugene Cowles is quitting his homestead near the border line of Canada. This summons is as the call of a Scotch clan gathering the kilts and plaids on its native heath. The Lambs' Club now hums with the voices of the members.

The Lambs will gambo on the Boston Theater stage for one night only—Tuesday, May 25—the fun beginning promptly at 8 o'clock. The seats will be sold at auction at 4 p. m., Tuesday, May 18, at the Boston Theater.

CHICAGO ART DRAMAS.

We have much pleasure, says James O'Donnell Bennett in the Chicago Record-Herald, in announcing the plays which Donald Robertson and his company will present in Fullerton Hall at the Art Institute, and under the auspices of the institute next season. The plays are:

Italy, Alfieri's "Saul" (1783). Spain, Calderon's "Mayor of Zalamea" (17th century). Echegaray's "The Stigma" (contemporaneous). France, Moliere's "Tartufe" (1667). Marivaux's "The Game of Love and Chance" (1730). England, Shakespeare's "Timon of Athens" (1607). Sheridan's "The Critic" (1779). Shelley's "The Cenci" (1819). Browning's "The Return of the Druses" (1846). Germany, Sudermann's "Happiness in a Corner" (1895). Holland, Heijerman's "Links" (contemporaneous). Norway, Ibsen's "The Vikings at Helgeland" (1895). Bjornson's "Marriage" (1865).

We consider this a delightfully catholic list. The dramatic literature of seven countries and of distinct periods in the history of human culture are represented. The selections range from historical tragedy to the most whimsical of farcical pieces.

KISSIMMEE FRUIT CROP TO BE LARGE

KISSIMMEE, Fla.—Oranges have been set out in remarkable quantity in Osceola county this year, so that next autumn it is likely the quantity of fruit will be far in excess of any former year.

Last year about 150,000 boxes were shipped from this section. Conservative estimates place the prospects for next season at 300,000 boxes.

Guavas are especially plentiful. Conditions point to an unusually profitable year and a considerable influx of seters is expected to occupy the land recently opened up by the Old Soldiers' Colony near Kissimmee.

Atlantic and Pacific Sailings

Steamship Movements at a Glance.

CALENDAR FOR TOMORROW.

STANDARD TIME.

Sun. rises.....4:28
Sun. sets.....7:25
High tide.....7:25
High tide.....7:55
New moon May 19.

Schedule of Transatlantic Sailings.

EASTBOUND.

Sailings from New York.

Koepenick, for Antwerp, via Dover

Cedric, for Liverpool, via Queenstown

*St. Paul, for Southampton

*Amerika, for Hamburg, via Plymouth and Cherbourg

Prinzess Irene, for Liverpool, via Queenstown

Columbia, for Glasgow via London

Carpathia, for Mediterranean ports

Britis, for Mediterranean ports

Kronprinzess Cecilie, for Bremen

Noordam, for Rotterdam

Amerika, for Mediterranean ports

Prinzess Irene, for Liverpool, via Queenstown

Teutonic, for Southampton, via Queenstown

Louisiana, for Mediterranean ports

*Le Savoie, for Havre

Carpathia, for Mediterranean ports

Venice, for Mediterranean ports

Via Philadelphia, via Plymouth and Cherbourg

Cleveland, for Liverpool, via Queenstown

New York, for Southampton

Landgraf, for Antwerp, via Queenstown

Landgraf, for Liverpool, via Queenstown

Furness, for Glasgow, via London

Carpathia, for Mediterranean ports

Kaiser Wilhelm der Gross, for Bremen

Rotterdam, for Rotterdam

*Mauretania, for Liverpool, via Queenstown

President Grant, for Hamburg, via Queenstown

*Adriatic, for Southampton, via Plymouth and Cherbourg

*Prinzess Alice, for Bremen

Oscar II, for Copenhagen, via Queenstown

Bulgaria, for Mediterranean ports

Re d'Italia, for Mediterranean ports

Sailings from Boston.

Philadelphia, for London

Saxonia, for Liverpool, via Queenstown

Monomoy, for Antwerp, via Queenstown

*Romantic, for Mediterranean ports

Prinzess Irene, for Liverpool, via Queenstown

Sagamore, for Liverpool

Bohemian, for Liverpool

Sailings from Philadelphia.

Manitou, for Antwerp

*Friesland, for Liverpool

Haverford, for Liverpool

Sailings from Montreal.

Lantern, for Liverpool

Empress of Britain, for Liverpool, via Queenstown

Dominion, for Liverpool

Sailings from Southampton.

Arabic, for New York, via Queenstown

Manufaria, for San Francisco, via Queenstown

Cymric, for Boston, via Queenstown

Merion, for Philadelphia

Vancouver, for Montreal

Celtic, for Liverpool

Prinzess Irene, for Liverpool

Empress of India, for Liverpool

Empress of India, for Vancouver

Empress of India, for San Francisco

Empress of India, for Honolulu

Empress of India, for Yokohama

Siberia, for San Francisco

Honolulu, for Vancouver

China, for San Francisco

Honolulu, for San Francisco

Nippon Maru, for San Francisco

Siberia, for San Francisco

Sailings from Glasgow.

California, for New York, via London

Columbian, for Boston

FERRY COLLECTION OF FINE PAINTINGS SHOWN IN DETROIT

Works of Over Half a Hundred Artists of World-Wide Renown Are Here Placed on Exhibition.

NOTED CANVASES

DETROIT.—A collection of 56 paintings by nearly as many artists of international renown brought together by the late D. M. Ferry of this city is being publicly shown for the first time in the Detroit Museum of Art on Jefferson avenue.

The Barbizon school is unusually well represented, the collection containing among other works "The Old Home at Barbizon," by Jean Francis Millet, and a peculiarly charming smaller piece by Jean Baptiste Camille Corot, entitled "Near Ville d'Avray."

The Dutch school is shown in "The Baby's Dinner," by Neuhuys, and the "Noon Meal," by B. J. Blooms.

The German school of the period has one of the best canvases in the collection, "The Soldier's Return," by J. G. Meyer von Bremen.

The famous painter of the Orient, J. G. Gerome, is seen to fairly good advantage in "The Two Monarchs" and "The Camel at Watering Place," while Delaunay and Meissonier are represented by "Friend of the Desert" and "Feeding the Jackdaw."

One of the most valuable works is the large canvas by Bouguereau called "The Sister's Kiss," but by far the most wonderful thing in the exhibit and one of the finest paintings ever seen in this city is the "Deer in Repose," by Marie Rosa Bonheur.

An autograph letter and an autograph photograph from Rosa Bonheur tells of his painting in 1867 and its life at various exhibitions.

Chicago's Old-Style Center-Pier Bridges Being Replaced by Modern Structures of a Single Span

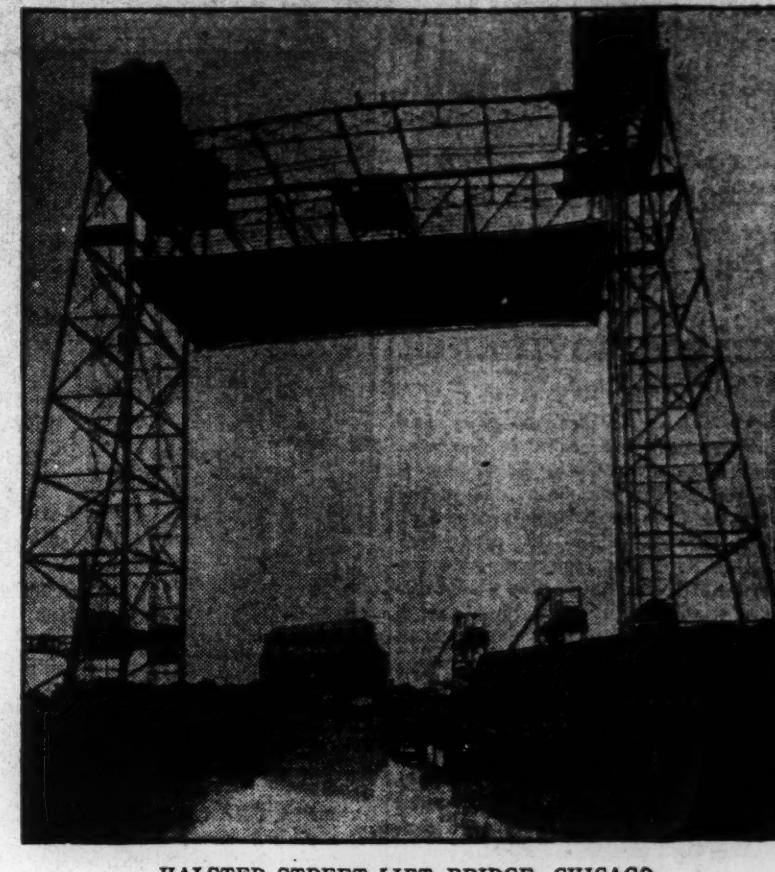
War Department Wants River Obstructions Removed—Bascule, Jackknife and Lift Bridges Favored.

TWO TYPES SHOWN

CHICAGO.—There is general rejoicing here among public spirited citizens over the news that the war department has about decided that all the old-style center-pier bridges must be removed from the Chicago river and its branches because they are a "menace, detriment and obstruction" to navigation.

Maj. Thomas H. Rees, chief engineer of the department of the lakes, has forwarded to the war department at Washington his report on the recent hearing looking toward the condemnation of the Lake street center-pier bridge. It was during this hearing that the attitude of the federal government was hinted at. It now develops also that the move to clear the river of the old obstructing piers has been sanctioned by Senator Shelby M. Cullom.

There were practically no defenders of the old bridge at the hearing. The special committee delegated by Mayor Busse to oppose the move of the war department joined with the critics of the antiquated structure and pledged the



HALSTED STREET LIFT BRIDGE, CHICAGO.

modern span to replace the old Lake street bridge by Dec. 30, 1910. The city wants two years longer, pleading poverty as an excuse for the delay.

The members of the river improvement committee of the Chicago Association of Commerce and the Chicago River and Harbor Association were nearest advocates of immediate action.

There is a general belief among the business interests that all the center-pier bridges are doomed, and will be replaced by the jack-knife or bascule bridges, and where necessary by the "lift" bridges.

The new Kinzie street bridge, built at a cost of \$200,000, has been opened for traffic. It is the connecting link between the great freight houses, warehouses and wholesale establishments which line the east and west banks of the north branch of the river just above the point where it empties into the main stream. The structure is of the latest type steel, electrically operated, bascule bridge, with a span of 125 feet and a width of 61 feet. It will carry from 700 to 800 teams an hour, and will greatly relieve the congestion that has prevailed on the bridges at Indiana street, Erie street, and other north branch crossings.

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CIVIC WORKERS SEE IDEAL BOSTON SIX YEARS FROM NOW

Preacher, Labor Leader and Charity Officer Promise Success for Nineteen Hundred and Fifteen Plan.

EMPTY POORHOUSES

Six years will see the conditions surrounding the working man in Boston so improved that the number of inmates in the city's penal and pauper institutions will be reduced to a minimum, and the abolition of at least portions of the charitable institutions in sight, according to the prediction of the promoters of that phase of the Boston-1915 movement which has to do with the improvement of the relations between the employer and the employee.

Leading men prominently identified with the interests of Boston, and in close touch with both the employers and the employees of the city's many industries, are very optimistic over the prospects for the successful working out of this remarkable campaign.

Theorists, the practical men who have already experimented, those of the legal profession who have become intimately identified with the industrial situation, and even representatives of organized labor, are unanimous in the prediction for the creation of ideal conditions.

That Boston is not entirely experimenting with the problem and that from a theoretical, practical and sentimental point of view is most admirably equipped for this campaign, and that it is for Boston to set the standard which shall compel the entire country to emulate is the declaration of the enthusiastic supporters of the scheme.

The plan, in short, means that the Boston-1915 movement will strive to create in this city a condition in the labor world which shall be so ideal that every man, willing to do an honest day's work for an honest wage, will be enabled to live comfortably, educate his family, lay by something for the years to come, and, in short, provide for himself and his family comforts and conditions which they have lacked in years past.

Of the enthusiastic supporters of the campaign there is perhaps none more optimistic than the Rev. Edward Cummings, president of the Massachusetts Civic League and pastor of the South Congregational Church.

"The most interesting fact in connection with this campaign," says Mr. Cummings, "is that right here in Boston we have an excellent illustration of what the ideal relations between the employer and the employee should be. There is nothing in the air about this proposition, it is not fantastic or visionary, but it has already been developed in one of our Boston department stores employing something, I believe, like 800 persons.

Ethically, one would say that what is best ought to pay best; right here in Boston this has been proved. I refer to the movement of Edward A. Filene and his brother in the organization of their employees. There is a fine practical object lesson of what ought to be done everywhere. It has been a very important experiment and needs careful attention and study on the part of others. In this connection it should be borne in mind that the employer must be careful to go no faster in this work than is possible in combining what is best with that which pays best. This is the line along which the scheme has been so successfully worked out in this city.

"No city possesses men so well fitted in theoretical and practical knowledge and experience to carry to a successful end such a movement as Boston. In Boston there are representatives of the labor interests who have the confidence of the entire community to a very great extent. They are men of integrity and broad views and will figure largely in this campaign. We are fortunate to have such men.

"It is assuring to know that those who must push this through are well acquainted with each other and have the confidence of the workers, and I am sure they will pull together, and do their best. When we have such an element in the community it is right and proper to predict and expect success."

Probably no person in Boston is better qualified to speak for the unskilled laborer on this question than Max Mitchell, head of the Federation of Jewish Charities, who for years has been a student of the conditions surrounding the laboring man and those things most necessary for his uplifting. Mr. Mitchell says:

"That phase of the Boston-1915 movement which aims at better conditions existing between the great number of employers of Boston and the thousands upon thousands of employees is one of the most desirable to achieve, and whether or not this is accomplished by 1915 is of little moment, so long as the start is made in the right direction. If Boston gets the proper gait in this particular movement its ultimate success will be assured.

"If conditions today were such that the man who is willing to give an honest day's labor for the right wage he would be able to make his home in the midst of better and more cheerful surroundings and properly educate his children we would see the city and state institutions less crowded; the inmates of the penal institutions would be reduced to a maximum number, and the morale of our city would be greatly uplifted.

"Whether the present conditions can be overcome by 1915 is, of course, a question affecting not only Boston but the entire nation, and particularly the national labor market. Really the great question is, can Boston pay its industrial workers a minimum wage of \$750 per year? With such a wage, and up to, I should say, \$850, the laboring man would be able to provide all the things

enumerated, maintaining an average family.

"Of course, to the manufacturer it is a question of meeting the competition in manufactured goods, but I think this could be worked out without very much effect on the general market. It is for the Boston manufacturers and merchants to set the standard and it would be but a short time before the manufacturers and merchants of the nation would be compelled to follow in their wake, and then you will have accomplished something for the working man of the country as well as for Boston, the ideal city.

"If this can be done there is no question but what greater happiness to the people at large would be the result, to the employee as well as to the employer, for a contented man is a better worker than the discontented one and the employer would be reaping more for his invested capital, for he would get more work and better workmanship from his employee.

"In my work in connection with the Associated Charities I find that not a little of the trouble is due almost directly to the lack of the necessities of life; a great deal of it can be traced to insufficient earnings.

"Let Boston agitate the necessity of the employer realizing that his employees are not merely machines of production, but individuals on whom he must depend for his product, and that their conditions of life and happiness are very material to the success of his business, and then to educate the workmen to realize that in order to be able to earn a sufficient amount properly to provide for his family, and to save a little something for later years, it is necessary for him to bring into play his best efforts and abilities, then you will have created between the two factors a channel of sympathy and understanding, and will have gone a great way toward the accomplishment of this hoped for ideal condition."

For the skilled workman and organized labor Henry Abrahams of the Boston Central Labor Union is well qualified to speak. Mr. Abrahams says:

"In order to make this the ideal city, Boston must first employ all of the wage earners. We should strive to produce commodities in this city which, when sent out into the markets of the entire world and stamped 'Boston made' would insure for them a ready sale at the best possible price, for this stamp should be a guarantee of quality and workmanship.

"To do this the living wage must be paid and the living wage is that which will enable a man to live comfortably and support an average family in comfort, and save a part of his earnings for the day when he shall have ceased to toil.

"Employment must be steady and not of the spasmodic turn which prevails today. Preferably the hours of labor should be shortened in order that the working man may have more time to spend with his family, and that he may give a portion of his time to his own education.

"The factories and mills must be improved and the workmen placed in model factories, and in working out this great 'Boston-1915' condition, it is for Boston manufacturers and Boston merchants to set the pace. Make the standard what it should be and the rest of the country will be compelled to follow.

"This would lessen the work of the cities' charitable associations, and the pauper and penal institutions of the city and state. That for which we do not pay in one way we must pay in another, and this is an economic truth which cannot be gainsaid. So, if we create that condition which reduces to a minimum the inmates of the institutions, it will cost us no more than at present and we will be getting far more in contentment and happiness than are at present, and we will be producing better men and women.

"Do this and the relations between the employer and the employee will produce that ideal situation foreshadowed in the Golden Rule. Then and then only shall we have the ideal city."

Responses from the teachers of the schools of Boston indicate that the "Boston-1915" meeting in Tremont Temple tonight will be largely attended. The first electric sign used by the "Boston-1915" will appear. The music will be furnished through the courtesy of the Boston Music Protective Association and the Adelphi Quartet.

The new "Boston-1915" song, "The Song of the Charles," will be sung at the meeting. An additional speaker has been secured in the person of Charles W. Parker of the Mechanic Arts high school, who will speak on "Public Schools."

LAWS ON TOBACCO TO BE ENFORCED

WALTHAM, Mass.—Chief of Police James H. McKenna intends to rigidly enforce the law which was recently passed by the Legislature prohibiting the sale of cigarettes, snuff and tobacco in any form to minors. He is now having prepared copies of the new act, which will be displayed in all the stores where tobacco is sold.

The new act becomes a law July 30. After that date it will be a criminal offense to sell tobacco to any person under 16, while cigarettes cannot be sold to persons under 18 years of age.

FIREMEN TO ATTEND CHURCH.

DOVER, N. H.—Upon invitation of the Rev. B. F. Eaton the Dover fire department will attend service at the Universalist church next Sunday.

FEDERAL WORK HELD UP.

DOVER, N. H.—Work on the new federal building has been suspended temporarily owing to non arrival of stock.

COOLIDGE TO BE GUEST.

BATH, Me.—L. A. Coolidge, former assistant secretary of the treasury, has accepted an invitation to be the guest of the Maine Bankers' Association at its annual meeting at Rockland, June 19 and 20.

Mayor Rich of Lynn Today Takes Steps to Hasten Report on Abolition of City's Grade Crossings



Declares He Will Demand a Court Order for Action by Commission If Results Are Not Forthcoming.

James E. Rich, mayor of Lynn says he is taking steps today to hasten the long delayed report of the special commission on the abolition of the Boston & Maine railroad grade crossings in Lynn.

He is scheduled to be in Boston today with the avowed intention of interviewing the commissioners regarding the matter.

In the event that the commissioners are not prepared to give it out within reasonable time, he says he will apply to the superior court which appointed the commission, for a writ of mandamus compelling the commission to do so at once.

This, of course, he said, would cause further delay, which he desired to avoid if possible. He would only adopt this



RAILROAD CROSSINGS IN LYNN.

The upper cut shows Central square with a Boston & Maine train running through it; the lower is the Commercial street crossing.

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Mayor Rich this morning said that the report of the special commission, as he understands it, is ready to be submitted to the city council, and he cannot understand why it has not been submitted before now.

Chairman George W. Wiggin of the special commission on grade crossings in Lynn said at 12:30 o'clock today said that he had

not seen or heard from Mayor Rich and that he had no expectation of a visit from the Lynn chief executive, as no demand had thus far been made of the commission by the shoe city.

The crossings in Lynn are in very conspicuous places where there is a vast amount of travel, and the citizens are anxious that they be attended to without unnecessary delay. This is especially the case with the crossings in Central square and Market street.

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MAYOR OF PROVIDENCE WINS CHEAPER ICE FIGHT FOR CITY

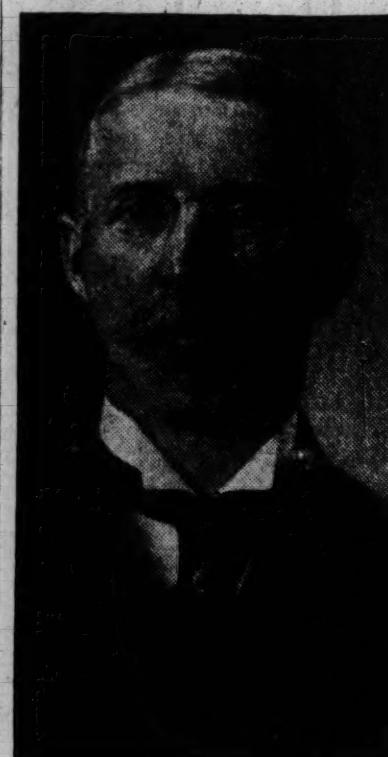
Dealers in Conference Agree to Sell at a Maximum Rate of Sixty Cents Per Hundred Pounds.

CHANGE RATE CARDS

PROVIDENCE, R. I.—Mayor Henry Fletcher has won his fight for lower ice. By the time the big mass meeting of ice men, which he had called, had assembled in the council chamber, there remained nothing to be talked over but the adoption of a new system of delivery, namely, by weight instead of by rate card, for the big dealers had made concession that placed Providence on a par with other places as to ice prices.

Instead of charging at the rate of 83-1-3 cents per 100 pounds for ice during the coming summer, as the dealers had contemplated, in accordance with the rate cards issued a few weeks ago, they will now sell ice at a maximum rate of 90 cents per 100 pounds in family deliveries, and at even lower rates in larger lots.

The Providence Ice Company and the Pawtucket Ice Company, which practically direct the business here, although there are 53 other so-called "independent dealers," have also agreed to sell the commodity in three deliveries per week to families, 25 pounds to a delivery, for a total rate of 45 cents per week and further to sell ice at the carts in 10-pound lumps for five cents each. Public indignation was aroused at the exorbitant prices in the rate cards issued, which



HENRY FLETCHER.
Mayor of Providence who has succeeded in reducing the price of ice during the summer.

went as high as 12-pound daily delivery for 70 cents a week, or just twice the rate charged last year. Mayor Fletcher was admirably backed by the leading newspapers.

MUSICAL WIRELESS WAVES MAKE GREAT ADVANCE POSSIBLE

BERLIN.—An improved wireless telegraph system has just been perfected by the German Telefunken Wireless Telegraphy Company, by which the vibrations which constitute the message are sent out as pure musical tones, which are capable of being heard by the receiver no matter how softly they are attuned, but which will be entirely noiseless in their passage through the intervening atmosphere.

The inventors of the device, Messrs. Slaby and Arco, the chief engineers of the German company, say that it will obviate the uncertainties with which other wireless systems have had to contend. It will be possible by means of this appliance, the inventors assert, for the first time since wireless telegraphy was established to maintain communication by this means in spite of the most violent atmospheric disturbances.

Another advantage claimed is that it will be possible to work with much smaller antennae for the aerial wires by which the energy is absorbed.

NEW YORK.—Prof. M. I. Pupin of Columbia University, in explanation of the "musical" waves, the announcement of which comes from Berlin, said Thursday night that the production of continuous electrical waves has been one of the principal problems of wireless telegraphy. Musical—that is, continuous—electrical waves have already been produced by the so-called electrical arc, but these up to the present announcement, have not been very rapid or very powerful. If it is found that there has been a great increase in their rapidity, an important discovery has been made.

Domestic Briefs

CANTON, O.—The 25th worldwide quadrennial conference of the United Brethren church has begun here.

PHILADELPHIA.—The executive committee of the national congress of mothers has concluded a two days' conference here.

NEW YORK.—Leading anthracite interests in New York have reelected representatives to the conciliation board, as follows: S. D. Warner, W. J. Richards and W. L. Conne.

NOTED VOYAGERS LAND ON SAXONIA

George Westinghouse, Jr., and His Young English Bride, Arrive From Honeymoon Spent on Continent.

George Westinghouse, Jr., son of the Pittsburgh millionaire, and his bride, were passengers on the Cunard liner *Saxonia*, which arrived here Thursday evening.

The young couple were married at Irton Hall, Cumberland, Eng., on March 4, and are now returning from a honeymoon on the continent.

Mrs. Westinghouse, Jr., was Miss Violet Brocklebank, a famous English beauty and daughter of Sir Thomas Brocklebank of Cumberland.

F. E. Peabody, the Boston banker, with Mrs. Peabody and Miss Amy Peabody, returned on the liner from a three-months' tour of the continent. Miss Virginia Frothingham and Miss Frothingham have been in Rome. Mrs. M. M. Hoye, who has been in London the greater part of 15 months; E. H. Angier of Quincy and G. McN. Angier of Wabash, who have been abroad on business, were also among the passengers.

AMERICANS LARGE BUYERS OF JUSTICE DAY'S COLLECTION

LONDON.—Many paintings from the collection made by the late Justice Day, which was sold at Christie's, were purchased by American dealers, of whom several of the best known are now in London. The Day collection is the most important put up at auction in London this year.

The sale proved once more that the purchase of works of art is a profitable investment when made with discrimination, for the 123 paintings disposed of today brought over \$375,000, more than double the amount Justice Day expended on them.

A small picture by a modern Dutch painter, Mathieu Maris, called "Four Mills," brought \$17,325, a big price for a canvas of scarcely two thirds of a square foot; while the same artist's "Feeding Chickens," not much bigger, brought \$15,750. Not many years ago it fetched less than \$150.

Neither of these works goes to America, but some other examples of Maris' art do. All of them fetched about 10 times what Justice Day paid for them.

The chief American purchasers were Scott, Fowler & Co., who secured Corot's "Woodpeckers" for \$7250, the same artist's "Village de Coulon" for \$9000, and his "Souvenir d'Italie" for \$4750. The same firm obtained the best of the Daubignys, "Bords de Loire," for \$9000.

Reinhard of Chicago purchased the most important of the eight examples of A. Mauve, paying \$12,500 for the "Troupeau de Moutons," which Day bought for \$750 in 1888. Another Mauve for which Day paid \$150 sold for \$3600. The total reached is the highest for a single day's picture sale in London since the Valle disposal sale five years ago.

Brown University

PROVIDENCE, R. I.—Details of the observance of junior week at Brown, on Wednesday, Thursday and Friday of next week, have been practically completed, and within the three days are to be crowded many events, including sports and social functions.

The game between Brown and Harvard May 19 promises to attract a big attendance. During the game the initiates of the Pi Kappa Society will sell popcorn and peanuts. In the evening the musical club will give a concert, followed by a dance.

The next afternoon will witness the outdoor circus, known as the County Fair, on Lincoln Field. Fraternity toasts will follow, the various societies entertaining in their chapter houses. Thursday evening the Pi Kappas will present a two-act farce, "The Prodigal," which was written by R. B. Jones, '07.

Friday morning there will be a special chapel service at which President Faunce will officiate. In the afternoon "The Importance of Being Earnest" will be staged in the Providence Opera House by members of the "Sock and Buskin Society." Friday evening the festivities will be brought to a grand finale with the annual junior prom, in Sayles Hall.

STUDENTS DOING FORESTRY WORK

STATE COLLEGE, Pa.—The department of forestry at the State College of Agriculture has arranged for four students to do special work for the Pennsylvania railway forestry department in its planting of 1,500,000 red oak seedlings this spring. The forester of the railroad has presented the department of forestry at the college with an excellent collection of western evergreen cones.

DR. TUCKER QUITS HIS OFFICE AT END OF ACADEMIC YEAR

President of Dartmouth, Who Tendered His Resignation a Year Ago, Decides to Leave College in June.

HANOVER, N. H.—President William Jewett Tucker of Dartmouth College will complete his official work with the close of the academic year, June 15. President Tucker's conditional resignation was announced a year ago, but the date at which it would take place was left open. Dr. Tucker has now decided definitely that his term as the executive head of the college shall come to an end with the close of the college year.

The trustees have not yet chosen his successor, as far as is known.

Dr. Tucker came to the headship of Dartmouth in 1893 and the number of students has increased from 500 in his first year to 1200 at the present time.

Dr. Tucker's responsibilities, from which he desires to be relieved, have been somewhat lightened by Prof. J. K. Lord, who has been acting as president for some time. Dr. Tucker has recently built a house in Hanover where he will make his home. This is a source of great pleasure to the student body and to all the friends of the college, who feel that the inspiring influence of Dr. Tucker's presence in town will be a great benefit to the college.

Prof. Julius Arthur Brown, assistant professor of physics, has resigned to accept a similar position in the Syrian Protestant College at Beirut, Syria.

The only other permanent change to be made in the faculty for next year is the retiring of Charles P. Huse, Ph.D., who is to be an instructor in economics at Harvard.

The new men appointed include Francis L. Childs, a graduate of the class of 1906 and for the past two years the holder of the Parker fellowship. He will become an assistant instructor of English. A. J. Neef, for the past two years a teacher in the German department of Brown University, was appointed as an assistant instructorship in German for the ensuing year. James M. O'Neill, of the class of 1907, and since his graduation an instructor in the Hotchkiss school, was appointed substitute in English in the absence of Professor Watson. Reginald H. Colley, who will graduate this June, was appointed a substitute in biology during the absence of Instructor Chivers.

WOODEN BUTTON FIRM LOSES SUIT

A decree for the complainants was ordered issued by Judge Lowell at the United States court today in the suit brought by the George Frost Company against E. D. Estes & Son to prevent the defendants from manufacturing a wooden button in imitation of a rubber button made by the complainant company for a garter on which it has a patent. The court held that the wooden button made by the defendants simulates the rubber buttons, which the court ruled as unfair competition.

Mount Holyoke College

SOUTH HADLEY, Mass.—The class of 1900 presented "The Prize of War," an original musical comedy, this week, with great success. The proceeds are to go to the student Alumnae Building Fund. This is the second opera which has been written by Miss Searle and Miss Osborne, the other being "The Tale of the Griffin," which has been twice presented with great success.

There was a piano recital by Ossip Gabrilowitsch, the famous pianist, this week.

Technology Notes

Nathaniel McLean Sage, '12, of Vancouver Barracks, Vancouver, has been appointed to the news staff, and Louis Sebastian Walsh, '12, of Roxbury, and Frederick William Barker, Jr., '12, of Syracuse, N. Y., to the business staff of the Tech, the student organ at Tech.

Technology's mining engineering society holds its final dinner of the year tonight at the Lombardy Inn.

Harvard University

The Harvard Cooperative Society, organized to assist students and teachers in obtaining materials at a low price, has found it advisable to expand its operations by buying the stock and good will of a large stationery business in Harvard square. The society has been increasingly successful of late years, and is regularly declaring an annual dividend of about 8 per cent.

Wellesley College

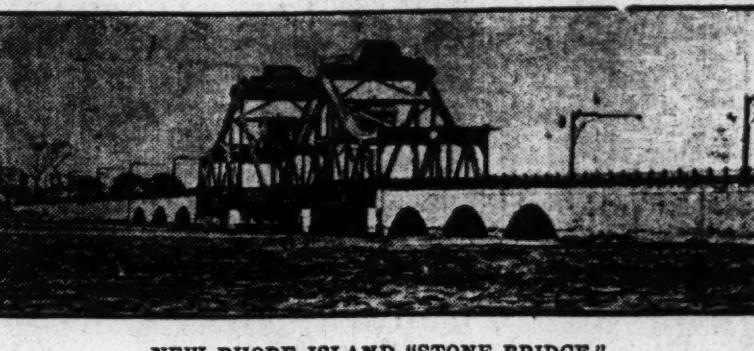
Mrs. Mary F. Severance, Wellesley, '85, whom the college students perhaps best know now through the Alexandra Gardens in the Pomery-Cazenovia quadrangle, has recently published "A Guide to American Citizenship" for the use of immigrants.

Rhode Island "Stone Bridge" Is a Combination of Both Ancient and Modern Engineering Ideas

Providence Structure Takes the Place of Old Rock Span Built Nearly a Century Ago.

A FOUR YEARS' JOB

PROVIDENCE, R. I.—Unique in construction, the Rhode Island "stone bridge" over the Sakonnet river, connect-



NEW RHODE ISLAND "STONE BRIDGE." It was opened to traffic recently after costing the state \$268,000. View is taken looking west.



OLD "STONE BRIDGE" BUILT CENTURY AGO. This structure has been replaced by the new steel and concrete bridge shown above. The old name is retained.

ing the island of Rhode Island with the mainland, and furnishing the only means of access from "Boston, Fall River and Bristol County, Mass., to the city of Newport by direct highway, is a triumph of engineering skill.

The bridge, which has now been in use

CAMBRIDGE CHOSEN AS MEETING PLACE FOR EPISCOPALIANS

Summer Conference Will Be Held at Theological School in July with Addresses by Prominent Clergymen.

The summer conference of the Episcopal Church will be held July 12-25 in the Episcopal Theological School, Cambridge. The meetings have usually been held at Richfield, Springs and Smith College. Those who will attend are men and women especially interested in the missionary work of their denomination.

The conference will be in charge of the Seabury Society of New York, named for the first American bishop, and it looks forward to a permanent place for its meetings, probably in the Litchfield hills of western Connecticut.

Among the speakers at Cambridge will be some of the foremost leaders in the Episcopal Church. These include the bishop of Central Pennsylvania, chairman of the domestic committee of the board of missions; the Rev. Arthur S. Lloyd, D. D., its general secretary; Miss Julia C. Emery, secretary of the Woman's Auxiliary, who has just returned from a missionary tour of the world; the Rev. Samuel Hart, D. D., secretary of the Episcopal House of Bishops; Miss Lucy C. Sturgis of Boston; W. R. Butler, a well-known layman; Deaconess Goodwin, Samuel Thorne, Jr., of New York and others.

The society will undertake to maintain noon services in St. Paul's Church from July 12 to 23 inclusive (Saturday excepted).

Bishop Talbot will preach there on Sunday morning, July 11, and Monday noon, July 12. Other speakers will include the Rev. Karl Reiland, and Rev. Harvey Officer, Jr., of the Order of the Holy Cross. The society will furnish preachers at All Saints', Brookline, the Advent, Boston, St. Paul's, Brockton, and Christ Church, Cambridge.

On July 13 there will be a meeting at the Theological School for laymen of Boston and near-by parishes, and on July 14 a meeting for young women from the same parishes. On the evening of July 20 a reception will be given to Miss Emery, who will tell of her tour of the world. The sessions will be held in St. John's Chapel and Reed Hall.

CAPTURED FLAG RETURNED SOUTH

MEMPHIS, Tenn.—Although G. A. R. men have been welcomed often in the South, never was there such an ovation as that given to the Fourth Ohio Cavalry at Huntsville, Ala., on the occasion of the return by the members of that regiment of the captured flag that once belonged to the Selma Scouts to the Daughters of the Confederacy.

The presentation was made in the theater before 2000 people whose reception of the Ohio veterans was only equaled by their greeting of the old flag that Maj. John A. Pitts of Cincinnati and those with him had come so far to deliver.

When the smoke-stained and time-worn banner was brought upon the stage and unfurled old men were not ashamed of their tears, and until the audience recovered from its emotion sufficiently to applaud sobs filled the house.

GOVERNOR STUART SIGNS FOOD LAW

HARRISBURG, Pa.—Governor Stuart has signed the pure food bill, which was the object of one of the bitterest contests of the recent session of the Legislature. The bill makes the federal food law the law in this state, except that it prohibits the use of alum, alum compounds, nitrous acid, compounds of copper, and several other chemicals.

The use of benzoate of soda and sulfur dioxide in ketchups and dried fruits and syrups is permitted in small quantities, provided notice is given on the label.

The act also contains a guarantee feature in that a retailer arrested for the sale of adulterated or misbranded food products may be exempted from prosecution upon presentation of a guarantee from the person from whom he bought the goods that the product complies with the law. There can be no exemption, however, in case of a second arrest.

DEMAND INQUIRY INTO SOCIALISM

WASHINGTON—Secretary of State Knox, on his return to his desk tomorrow, will find a petition from officers of the state council of Pennsylvania, Order of Independent Americans, demanding that the government investigate accusations alleged against the socialists.

The petitioners call attention to allegations that in case of war between America and a foreign power the socialists are pledged to engage in anything which may terminate such a conflict, even to causing a general strike and insurrection against the government.

Dr. Isaac Taylor Headland, for 19 years president of the Methodist University at Pekin, has told President Taft that the battleship tour has wonderfully increased the prestige of the United States in China and Japan.

This bill authorizes the purchase of the Chesapeake & Delaware canal, and bills will be offered authorizing the purchase of other canals and the digging of connecting canals.

DOVER TO BE A BANK EXAMINER

WASHINGTON—Elmer Dover of Ohio, former secretary of the Republican national committee, is to be made a national bank examiner in New York. The position is said to be worth \$12,000 a year.

NAVAL ATTACHE WILL SAIL

WASHINGTON—Commander Edward Simpson, who has been appointed to relieve Commander John F. Gibbons as naval attaché of the American Embassy in London, will sail from New York for his new port on May 19.

TILLMAN ASKS TAX ON TEA.

WASHINGTON—Senator Clay of Georgia has urged the President to reinstate Maj. Frank D. L. Carrington as naval attaché of the American Embassy in London, will sail from New York for his new port on May 19.

ADVENTISTS HOLD MEETING IN CAMP

WASHINGTON—Nearly 300 delegates from all parts of the world, with friends and families of the organization to the number of about 3000, are in camp for the 37th annual conference of the Seventh Day Adventists, which opened at Takoma Park, Md., Thursday. Elder L. R. Conradi of Germany spoke in behalf of Europe. Elder E. O. Olsen spoke for Australia.

PAYS HIGH FOR HONOR.

WASHINGTON—Mrs. Frank B. Vrooman, daughter

RATES

One insertion, 12 cents a line,
three or more insertions, 10 cents
a line.

REAL ESTATE

REAL ESTATE

BUY HOMES

AT WELLINGTON HILL on Blue Hill Boulevard; 7-room cottages and 7 and 8 room high-class bungalows, surrounded with lawns and gardens; in the most healthful and slightly locality in Boston; near Franklin Park; reasonable amount down, balance monthly if desired, as rent; take Mattapan cars via Blue Hill Boulevard to Morton st. Apply at Wellington Hill Office, 605 Morton st.

PARTICULARS ON PHONE, MILTON 638, EVENINGS 6 TO 7.

FOR SALE—MARBLEHEAD ESTATE, consisting of one of the oldest houses in town and in perfect preservation; new heating (h. w.) plant, 16,000 ft. land, stable or garage; white magnolia shrubs and trees and wisteria 12 years old, which today cannot be duplicated for color and beauty; this paper showing views from foreign countries and appealing to the imagination; will bring history opposite Abbott Hall and a broad view of the ocean from the cupola. Those looking for ancient, attractive, modern and historical houses will find the usual. This. See ROY C. WELLS, Salem, Mass. Phone 1038. Or the owner, ANNA LAWRENCE NIMBS, Orman st., Dorchester.

TO LET OR FOR SALE

A fully furnished 8-room cottage, very wide plaza on three sides, large barn and outhouse, filled at White Lake, Sullivan street, Apt. 101, J. LOEWENHAUPT, 640 Broadway, Brooklyn, N. Y.

CHICAGO, Illinois—For sale, modern brick house, stone front, hardwood floors, three bedrooms, 8 rooms, steam furnace, new Fifth Church, trains and street cars, 4713 Woodlawn avenue.

FOR SALE—Farm 75 acres; house 10. Address HENRY WILLARD, 243 Columbia, N. Y.

FOR SALE or to let, furnished, in Newton, 10 rooms and bath; small payment down. A. 85, Monitor Office.

FINANCIAL

To those desiring to invest in stocks, particularly the man whose available funds are too small for him to participate in the larger investments which are offered, we offer an exceptional opportunity to invest on a par with the equities of every other stockholder, in a high-class Massachusetts corporation; \$50 to \$500 accepted. Call or address D. CALDWELL MPG, CO., Room 225, 170 Summer st., Boston.

SUMMER HOMES

AT ENGLEWOOD BEACH, WEST YANKEE MASS.—Low Bay—Two large bungalows containing five sleeping rooms with hot and cold water in each; large living room, bath room, dining room and kitchen; furnished, complete, turned out in all; all ranges; lighted by gas; windmill. GEORGE W. BROOKS, No 221 High st., Boston, Mass.

SOUTH SHORE

Old-fashioned house, 12 rooms and barn, in fine condition, overlooking the ocean; land borders on the river for 2½ miles; 150 acres of land, and plenty of fruit. C. MARCY, 101 Tremont st.

TO LET—Two cottages, Pleasant View, near W. Ch., 12 rooms, \$450 and \$300 for season; city water, surf, salt pond, trolley. W. L. SWAN, Westerly, R. I.

SUMMER CAMPS

CAMP ANDROSCOGGIN
A summer school for boys, on Lake Androscoggin, Me. Maine Woods, 40 miles north of Portland. Tents, swimming, boating, baseball, basket ball, tennis, tennis, tennis, camping, trips. Booklets. Directors, Arthur W. Marrott, 45 Bishop White, Univ. of Penn., Phila.; Edgar F. Wright, 4130, Peabody st., Phila.; Wm. E. Marrott, 79 Winnsboro st., Boston.

A SUMMER VACATION for your boy that's different: "The White Mountain and Rangeley Lakes Camping Trip." For full particulars, address FRANK D. LANE, Main School, Stamford, Conn.

MONEY FOR MORTGAGES

\$10,000 TO INVEST in conservative real estate mortgages. JASON HERRICK, 15 State st., room 76.

ACTOR GOODWIN BUYS BIG RANCH

Nat Goodwin, the actor, recently purchased 60-acre orange grove near Fullerton, Cal., paying for it \$64,000.

The ranch is known as the Hervey place and is considered one of the most attractive in that section.

He was being driven about the country by John Lambert, the Pasadena millionaire, when he saw the place and, liking its appearance, made inquiries which resulted in its purchase on the spot.

"I expect to spend six months out of the year on the place," said Mr. Goodwin to a representative of the Los Angeles Examiner.

His acting engagement ends in June, when Mr. Goodwin intends to return here and spend his time at his Santa Monica palacet, and put his new place into the condition he wishes.

MUST FILE EVERY RAILROAD TARIFF

In order to facilitate the filing with the railroad commission of a complete set of tariffs of every railroad in California, the commission has returned to the different companies the tariffs that have been in the office for several years. The Wright law provided that all transportation companies should file their tariffs with the commission. This, according to a rule recently adopted by the commission, must be done by May 15, says the San Francisco Call. The railroad companies have shown a willingness to comply with the new law.

CHARGED WITH WEIGHT FRAUDS

NEW YORK—Antonio and Philip Mucci and E. D. Papavilaspolio were held in \$3000 bail today for trial on allegations of defrauding the government through false weighing of imports. Joseph Quinn, Thomas C. Gliddings and Joseph McMahon, assistant United States weighers, were arraigned before United States Commissioner Mole charged with conspiring to defraud the government and of making false entries in the records of the customs department.

NEW F. A. HEINZE INDICTMENT

NEW YORK—The federal grand jury this morning handed down a new indictment against F. A. Heinze, charging him with misappropriation of bonds of the Mercantile National Bank. Heinze entered a formal plea of not guilty.

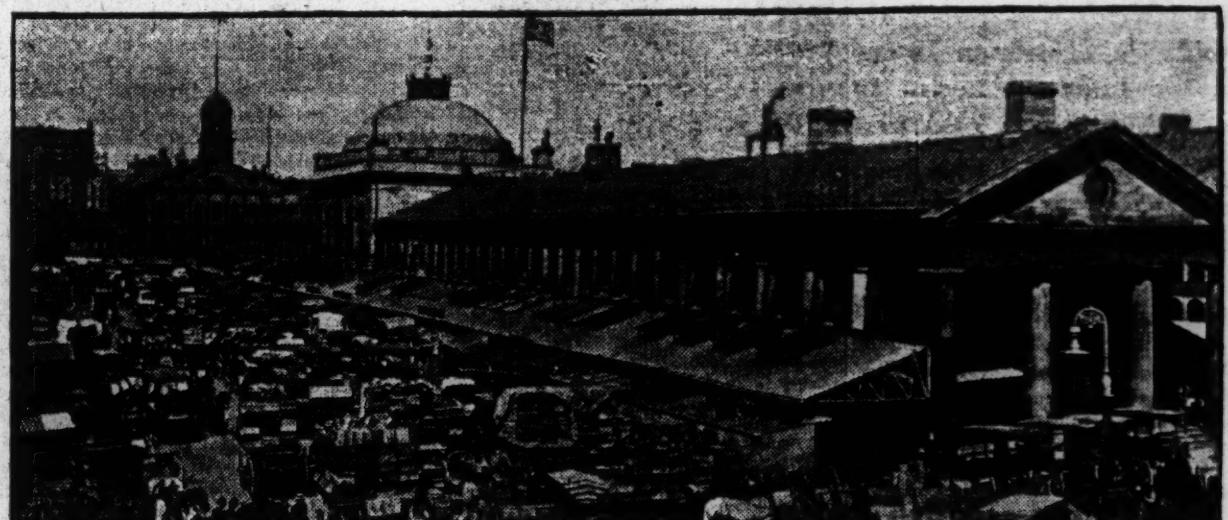
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TELEPHONE

Your advertisement to 4330 Back Bay, or, if preferred, a representative will call on you to discuss advertising.

Most Famous Market in the World



FANEUIL HALL MARKET, LENGTH 530 FEET, WIDTH 50 FEET.

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Financial, Commercial and Industrial News of the World

READING AGAIN HEAVILY BOUGHT BY WALL STREET

Activity in Harriman Issues in the London Market Is Reflected in New York to a Large Extent.

U. S. SMELTERS FIRM

The coal roads again came into prominence this morning at the opening of the New York stock market with Reading, as usual, leading. Nearly half a million shares of Reading common changed hands yesterday, or more than half of the total New York sales. The stock started off at the same pace today with every indication that it would continue to dominate the market. It opened up a full point at 158 1/2 and was soon lifted to 159.

Delaware & Hudson also opened a point higher at 189 1/2 and before the end of the first hour had improved to 189 1/2. There was good buying in London of the Harriman issues and this caused advances of a point or more in both Union Pacific and Southern Pacific in Wall street. This had the effect of strengthening the entire market, although trading was largely in the specialties and confined mostly to the professional operators.

Union Pacific opened up 3/4 at 180 1/2 and advanced during the first sales to 180 1/2. The company has been making a good showing of earnings and bulls in this issue confidently predict that net earnings will be in the neighborhood of 20 per cent for the common for the current fiscal year. They contend that the stock is not selling as high as it should when compared with other roads.

St. Paul was 3/4 higher at the opening at 151 1/2 and improved to 152 1/2. Northern Pacific at 146 was up 1/2 at the opening and rose to 146 1/2 during the first hour. Erie was less active around 34 1/2. A Chicago special today says that according to information received in that city Erie's finances are assuming a very satisfactory shape and that the rapid rise in the securities this week leads bankers to believe that the Erie management may decide to sell treasury bonds before making any further attempt to utilize the \$30,000,000 5 per cent bonds recently authorized by the New York public service commission.

Amalgamated Copper was quite strong during the forenoon, advancing to 84. American Smelting was up 1/2 at 93 1/2, and later rose to 94. The United States Steel stocks were firm and fractionally higher.

The local market was rather quiet, with interest at the opening centered in the United States Smelting stocks, both issues making good advances. The common opened 3/4 higher at 46 1/2, and rose to 47. The preferred was in demand around 47 1/2. Copper Range advanced during the forenoon to 81, a gain of a point over last night's closing. Granby was off a point at 102. Lake Copper was up 1/4 at 25 1/4. North Lake was up fractionally at 10. Kerr Lake was in slightly better demand at 8 1/2 and 8 1/2. Isle Royale seemed to be in good demand around 28, a fractional advance.

There were recessions from the best prices during the early afternoon when the market became quiet. Reading sold under 158 and Union Pacific was under 190. Consolidated Gas, which had advanced from 142 1/2 to 143 1/2 during the forenoon, lost most of its gain shortly after noon.

There was further selling of the market in the late afternoon after a temporary recovery and prices generally were below the opening figures. Reading broke through 157 and Union Pacific was nearly 2 points below the opening. American Smelting was a point under the first sale. The local market was fractionally lower throughout the list.

SHIPPING NEWS

Several seining vessels of the mackerel fleet are returning to this port, and others will follow in a few days, it is said, unless the fishing improves. The hope aroused Monday by the sight of several small schools was not fulfilled. The netters are doing as well as ever, and declare that they will stay on the grounds as long as there are any fish in sight. The returning seiners will rest for the northern mackerel grounds, off Cape Shore, Nova Scotia. The mackerel usually set in there about June 1.

Another large cargo of Argentine oats arrived here late Thursday afternoon on the British steamer St. Fillans from Buenos Ayres and Montevideo. This consignment is for New York parties, but considerable shipments of wool, hides and quebracho extract are for Boston firms.

The liner Caledonian, 14 days from Manchester, arrived in the harbor this morning and berthed at Hoosac docks, East Boston. She brought 24 returning cattlemen and one stowaway, William Budge, Flass, who says he is a cook. One cattlemen was held by the immigration officials for not having the proper certificate; his name is Mikolaj Woyewoutka, an Austrian Pole. Mr. Woyewoutka says he has a wife and two children living in Hyde Park. The big ship was loaded to her capacity with cotton, wool, machinery, and other freight.

NEW YORK STOCKS

NEW YORK—Following are the opening, high, low and last sales of the principal stocks to 2:30 p.m.:

	Open	High	Low	Last
Am Beet Sugar	37 1/2	37 1/2	36 1/2	36 1/2
Amal Copper	83 1/2	84	81 1/2	82 1/2
Am Car & Foundry	55	55 1/2	54 1/2	54 1/2
Am C & F p.	116 1/2	116	116	116
Am Cotton Oil	66	66	65 1/2	65 1/2
Am Ice Securities	40 1/2	40 1/2	40	40
Am Locomotive	57 1/2	58 1/2	57 1/2	57 1/2
Am Smelt & Re	93 1/2	94	92	92
Am Smelt & Re p.	109 1/2	109	109	109
Am Sugar	134	134	133 1/2	133 1/2
Am Tel & Tel.	140 1/2	140	139 1/2	140
Anaconda	50 1/2	50 1/2	49 1/2	49 1/2
Atchison	109 1/2	109 1/2	108 1/2	108 1/2
Atchison p.	104 1/2	104 1/2	104 1/2	104 1/2
At Coast Line	127 1/2	127	127	127
Balt & Ohio	115 1/2	115	114 1/2	114 1/2
Br Rap Transit	79 1/2	79	77 1/2	78 1/2
Canadian Pa.	181 1/2	181	179 1/2	179 1/2
Can Leather	30 1/2	31 1/2	29 1/2	30
Can Leather p.	104 1/2	104 1/2	103 1/2	104
Ches & Ohio	79	79	77 1/2	77 1/2
Chi & Alton	70 1/2	70 1/2	70 1/2	70 1/2
Chi & Gt W	7 1/2	7 1/2	7 1/2	7 1/2
Col Fuel & Iron	40	41 1/2	39 1/2	40
Con Gas	142 1/2	145	142 1/2	143
Corn Products	24	24	23 1/2	23 1/2
Del & Hudson	198 1/2	199 1/2	197 1/2	197 1/2
Del & Lack	650	650	650	650
Den & Rio Grande	51 1/2	51 1/2	49 1/2	49 1/2
Erie	34 1/2	34 1/2	33 1/2	34 1/2
Fed M & Co	90	90	90	90
General Electric	159 1/2	160 1/2	159 1/2	159 1/2
GT N Corp	146 1/2	146 1/2	145 1/2	145 1/2
GT N Ore p.	72 1/2	73	71 1/2	72
Illinois Cent.	147 1/2	148 1/2	146 1/2	146 1/2
Inter-M.	46	46	45 1/2	46
Ind & Rio Grande	146	146	145 1/2	146
Kan City So.	48 1/2	48 1/2	47	47 1/2
Kansas & Texas	43 1/2	43 1/2	42 1/2	42 1/2
Louis & Nash	139 1/2	139 1/2	138 1/2	138 1/2
Missouri Pa.	74 1/2	75	73 1/2	74
Nat Lead	87 1/2	88 1/2	87 1/2	87 1/2
N Y Central	132 1/2	132 1/2	130 1/2	130 1/2
N Y N H & H.	172	172	172	172
Nor & Western	92	92	91	91
Northern Pa.	146	146 1/2	144 1/2	145 1/2
Northwestern	183 1/2	184 1/2	183	183
Ontario & Western	49 1/2	50	48 1/2	49
Pennsylvania	134 1/2	135 1/2	134 1/2	135 1/2
People's Gas	116	116	114 1/2	115
Pressed St Car.	42	42	41 1/2	42 1/2
Reading	158 1/2	159	155 1/2	156 1/2
Republic Steel	26 1/2	27	26 1/2	26 1/2
Rock Island	33 1/2	33 1/2	32 1/2	32 1/2
Sloss-Shef & L.	81	81	80	80
Southern Pacific	122 1/2	123	121 1/2	121 1/2
Southern Railway	31 1/2	31 1/2	30 1/2	30 1/2
St Paul	151 1/2	152 1/2	150 1/2	150 1/2
St. Paul	92 1/2	92	91	91
Northern Pa.	146	146 1/2	144 1/2	145 1/2
Northwestern	183 1/2	184 1/2	183	183
Ontario & Western	49 1/2	50	48 1/2	49
Pennsylvania	134 1/2	135 1/2	134 1/2	135 1/2
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Pressed St Car.	42	42	41 1/2	42 1/2
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Contributions on Topics of Interest
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THE HOME FORUM

A Page of Interest to All
the Family

LITERATURE AND STYLE

That Nathaniel Hawthorne is the greatest of all masters of English prose style is the contention of some critics today, and the general estimate of his work from the point of view of pure English is constantly heightening. And yet his work itself does not attract so many readers as that of great English authors—Dickens is an example—which judged merely by the criterion of style may rank below it. Indeed, Dickens' English is often so bad that after his first world-fame, purists, perhaps the judgment of "the general," too, began to obscure the essential greatness of his work by criticizing not only the language but the pathos and sometimes crude exaggerations. Of late Dickens is again reaching the hearts of the people. We are weary of artificial writing that has little to command it except its polish or reserve or nuance or balance or color or keen analysis or some of those thousand qualities which self-conscious thought-taking may seem to achieve. For that touch is lacking that makes "kin" and unites writer and reader in the little world of the book. So long as simple spontaneous kindness, genial amusement at the foibles of mankind, and discernment of the pathos and tenderness of human experience continue among men, so long writers like Dickens will be read, however homely their speech may be.

A truly liberal culture enables one to see what is the gift of each world worker and take it gratefully, instead of finding fault because one individual offering is not like another. Hawthorne's shadowy, sensitive nature is expressed in his writings. The reserve and shyness that prompted him to avoid meeting even his friends, or the intense contemplation which made any interruption of his thought jangle upon his mood as the door-bell disturbed a song, these give his work its individual quality. The reader must bring a sensitive and understanding thought to the reading or the delicate meanings are not discerned. It is a curious fact that the two Americans who rank highest in the regard of men of letters abroad are Hawthorne and Poe. The genius of each had the qualities of shadow rather than that of sunlight which is almost everywhere characteristic of American genius. What was only a tender melancholy in Hawthorne in Poe became morbidity, deepening to gloom. Hawthorne's exquisite sympathy with child-life proves that his thought did not tend toward morbidity, and the elusive mockery which plays gently through his writing has nothing

common with the sometimes sardonic humor of Poe.

After all, style is really one with the writer's thought. What he says determines the how, unless through some accident of education. Even here the greatness of the message triumphs over the sense of deficient training, and as in the case of Lincoln's "Gettysburg speech" a piece of perfect classic English comes into being from the inspiration of some high moment acting upon a noble mind which judged merely by the criterion of style may rank below it. Indeed, Dickens' English is often so bad that after his first world-fame, purists, perhaps the judgment of "the general," too, began to obscure the essential greatness of his work by criticizing not only the language but the pathos and sometimes crude exaggerations. Of late Dickens is again reaching the hearts of the people. We are weary of artificial writing that has little to command it except its polish or reserve or nuance or balance or color or keen analysis or some of those thousand qualities which self-conscious thought-taking may seem to achieve. For that touch is lacking that makes "kin" and unites writer and reader in the little world of the book. So long as simple spontaneous kindness, genial amusement at the foibles of mankind, and discernment of the pathos and tenderness of human experience continue among men, so long writers like Dickens will be read, however homely their speech may be.

In Auburn, N. Y., one of the newspapers (The Auburnian) not long ago announced that it would give a bright new silver dollar to the first child in the Auburn Home for Little Ones who should find in the Bible the following verse: "And the streets of the city shall be full of boys and girls, playing in the streets thereof." The matron of the home told the children about this one evening and they all set to work with great glee to hunt the passage out. One of the boys, Rudolph Rusher, found it within 15 minutes, and the other children were rejoiced in his success. Perhaps The Monitor's young readers will be interested to find it for themselves.

Garden Guests

The squirrels have more rapacity than either conscience or gratitude, says a writer in Suburban Life. I found that out painfully—at the price of many bulbs. The squirrel family lived in the oaks down by the lawn gate. Nobody thought of disturbing them—they had the run of the corn-crib and granary; further, in hard weather, they could always find bread-crusts, walnuts and bits of meat on the south room windowsill. The oaks were white oaks, hence there was never a lack of big, sweet acorns for storage. Notwithstanding all this, the gray, fury fellows stole into the garden at the first stir of spring, and plundered the bulb-beds. They began on those which flower earliest, such as crocuses, and later they feasted on hyacinths and tulips.

It was quite another story with the rabbits. I hardly blamed them for creeping in to nibble tender rose-twigs, or those of the flowering-almond. They came mostly in the dead of winter. When the moon shone full it was pretty to see them hopping in delicately. I almost forgave them their nipping, even when they cut down my finest roses—they did it so gracefully. At a sound, the flutter of a garment, they were off, with long leaps. And one could guard against them with such trifles as bottles to shine in the moon-rays, or rags of tin, hung so as to flash and rattle in the branches of the shrubs.

TODAY'S PUZZLE

CONUNDRUM BY A SMALL BOY.

Two goats ate a low shoe.
What city telephone number is expressed?

ANSWER TO YESTERDAY'S PUZZLE.

Out of sight:
1. Miss, Mass. 2. Penn., Conn. 3. Fla., Ga. 4. Okla., Cal. 5. Ida., La. 6. Col., Ill. 7. Mont., Vt. 8. Kan., Minn. 9. N. D., S. D. 10. Wash., Mich.

Courage Does Not Admit Defeat

An example of courage under seeming defeat and patience under trial, Carlyle's experience with the first volume of his "History of the French Revolution" is in point. The book stands higher in general favor perhaps than any other of his works, and yet for a time he must have felt as if this was the very work least likely to reach its mark. He had completed the first volume with ceaseless care and had destroyed all his side notes and papers and rough drafts. He was persuaded to lend the manuscript to a friend who was so fascinated with the contents that he could not rest till he had finished it. Soon after the friend came to see him looking so disturbed that Carlyle at once assumed some great personal trouble had fallen upon him. But no—the trouble was for Carlyle himself to bear. The manuscript of his book had been left on the outside of the desk and the maid had used it to kindle the fire.

Carlyle was well on with his second volume, but now he must go back and do again what he felt he could never repeat with the original glow of enthusiasm. However, he faced the thing bravely, and the breadth and solemnity of the first volume as it now stands seems to prove that it gained by the second writing.

Sir Isaac Newton's similar experience, when the fruit of long labors was destroyed, is another favorite example of how greatness is not disheartened where littleness might see only defeat.

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Giving a hint of that which changes not.
—Emerson.

and heart. Doubtless what Lincoln thought in that hour seemed to him quite impossible of expression, but out of this fulness of feeling his brief, wonderful utterance was born. If no one set pen to paper till he had something he must say, the presses would not be so busy, but the people might profit through giving intensive study to the few things worth while, and perhaps thus learn to test their spoken utterances by the same criterion.

Children's Department

Who First Found It

"Little Girl, Little Boy"

In Auburn, N. Y., one of the newspapers (The Auburnian) not long ago announced that it would give a bright new silver dollar to the first child in the Auburn Home for Little Ones who should find in the Bible the following verse: "And the streets of the city shall be full of boys and girls, playing in the streets thereof." The matron of the home told the children about this one evening and they all set to work with great glee to hunt the passage out. One of the boys, Rudolph Rusher, found it within 15 minutes, and the other children were rejoiced in his success. Perhaps The Monitor's young readers will be interested to find it for themselves.

The Dallas News quotes the Pampa News thus and then has its own say on the subject as follows:

That is the kind of girl everybody is in favor of. It is the kind of girl to be . . . But why not prescribe the same qualifications for a boy? Every one of the qualities named as being proper for the girl are equally desirable in her brother, except, possibly, the "dainty" one. Otherwise about the same things that make a good girl make a good boy.

Bobbie, aged 5, saw a cow grazing in his mother's flower garden, and shouted, "Seat! seat!" The cow didn't seem to be much intimidated, and calmly ate on. Three-year-old Mary, dancing with excitement, exclaimed, "Tell him to 'scow,' Wobbie; tell him to 'scow!'"—Driftwood.

In this world it is not what we take up, but what we give up, that makes us rich.—H. W. Beecher.

TRUE SUBSTANCE

The Bible student remembers the sixth chapter of Matthew in which we are promised the material things that are needful as a reward for seeking first the kingdom of God and His righteousness. In the 10th chapter of Mark we are promised houses and lands "now in this time" if we leave all for the Christ-Truth.

Yet as one comes in contact with the struggle for gain going on in this world it is not always easy to see how one can carry these precepts into every day life. Humanity is largely contented with considering results only and seeing only the surface of things. It is here that Christian Science has valuable lessons for us, teaching us to look back of results and seek the cause of all phenomena. It teaches us to watch the thought which precedes all action.

In the 11th chapter of Hebrews we read that "faith is the substance of things hoped for." These words seem vague and impractical when a sense of lack of all that seems substantial presses heavily upon the heart, but with a clearer sense of the writer's meaning they are helpful. Mrs. Eddy, on page 23 of Science and Health, has explained the word faith as meaning trustworthiness, and throughout that book one is shown how faithfulness in thought and deed becomes efficient and contributes to the betterment of all human conditions. Any man who thinks deeply will observe in the world of business that faithfulness—trustworthiness—is often the substance of things paid for in dollars and cents.

As an illustration of how this is true in daily experience, let us suppose that a man wishes to build a house, and as a necessary preliminary he seeks an architect. He will, of course, try to find an honest man. He will also seek a man of energy, promptness, patience, artistic sense, and intelligence. Last but not least he will seek one who would manifest love as consideration of his wishes. All of these attributes are mental, and are really what the man pays for. They are the substance, which is compensated in material dollars. This demand for righteousness or right thinking may be observed in every phase of human activity. The woman in the care of her household demands it no less than the man in his contact with men and business.

The qualities which are thus seen to be substantial are one and the same with the fruits of the Spirit enumerated by Paul in his letter to the Galatians—"love, joy, peace, long-suffering, gentleness, goodness, faith, meekness, temperance." These qualities are true substance that may be possessed by every man, woman or child. Each individual can accumulate this substance within his own heart. No man can take it away. Faith or trustworthiness is treasure which "neither moth nor rust doth corrupt" and which "thieves cannot break through and steal." There is neither time nor place where this substance is not of value, and it is always manifested in ever-increasing supply. And whoever would attain real and enduring success

must first seek the kingdom of God—the dominion of good.

This substance or source of supply is cumulative and of this substance we may say hopefully, "Unto him that hath shall be given, and to him that hath not shall not be taken even that which he hath." Until the true nature of substance is known these words seem hard and unjust, and they are often quoted with a sense of bitterness at their seeming injustice; but with the understanding of the universality and the exhaustless nature of the source the hope and expectation of proportionate supply grow upon one.

When one has once gained an understanding of the true nature of substance, and is living according to that understanding, the fear of losing substance or supply disappears and one learns to part freely with his material possessions, helping others in their need, and passing along what one so freely receives. It is in this way that Christian Science has taught many a timid heart to give generously and thus illustrate the great truth that "God has not given us the spirit of fear but of power and of love, and a sound mind."

I have oftentimes noted when women receive the doctrine of the gospel they are far more fervent in faith, they hold to it more stiff and fast than men do; as we see in the loving Magdalene, who was more hearty and bold than Peter.—Martin Luther.

Business might shorten, not distract her prayer;
Heaven had the best if not the greater share.
An active life long orisons forbids,
Yet still she prayed, for still she prayed by deeds.
Her every day was Sabbath, only free
From hours of prayer for hours of charity . . .
Such as blest angels exercise above,
Varied with sacred hymns and acts of love.
—Dryden.

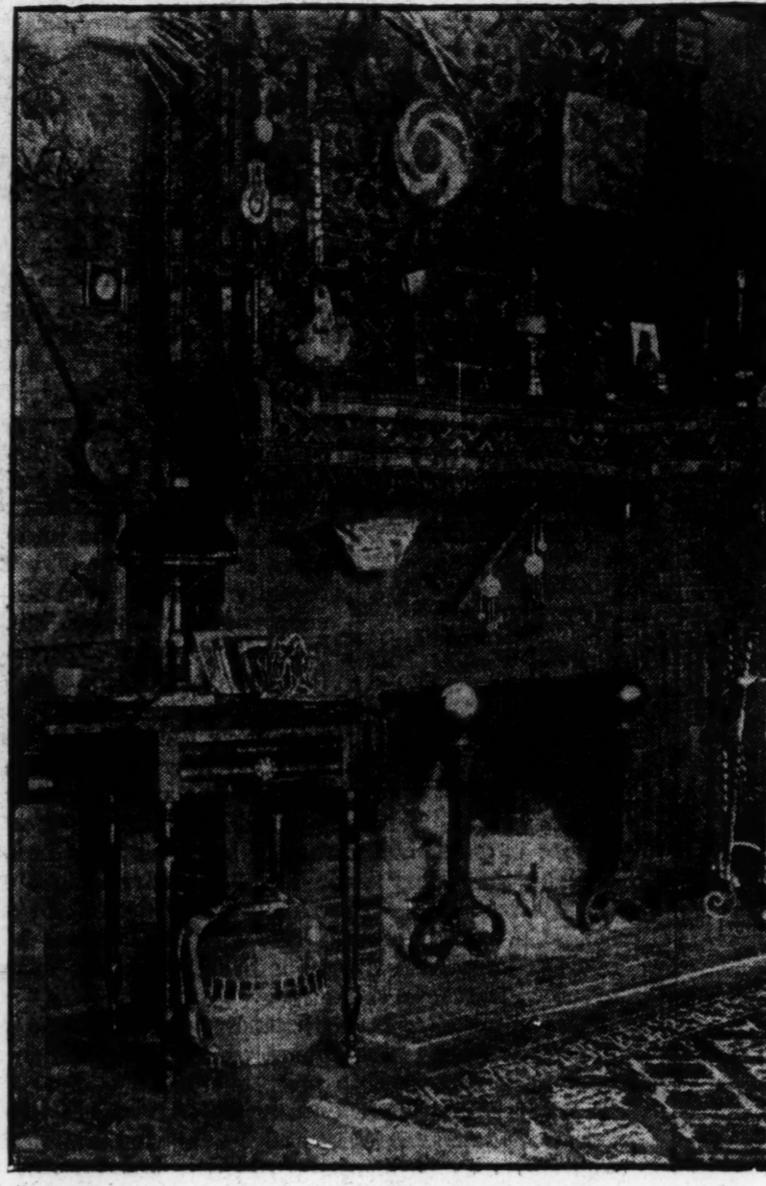
The Master Is Coming

They said "The Master is coming
To honor the town today,
And none can tell at what house or home
The Master will choose to stay."
And I thought as my heart beat wildly
"What if he came to mine!
How would I strive to welcome
And honor the Guest divine!"
And straight I turned to toiling,
To make my dwelling meet;
I swept and polished and garnished
And decked it with blossoms sweet;
And in the midst of my labor
A woman came to my door;
She had come to tell me her sorrows
And my comfort and aid implore.
And I said, "I cannot listen
Nor help you any today;
I have greater things to attend to,"
And the pleader turned away;

As the day wore onward swiftly
My task was nearly done,
And a prayer was ever on my heart
That the Master to me might come.
And I thought, I will spring to meet him,
And serve him with loving heed,
When a little child stood by me,
Suffering, sore in need. . . .
And I said, "I am sorry for you, dear,
I hate to turn you away . . .
But some one will feed and clothe you,
dear,
And I am too busy today."
At last the day was ended,
And my toil was over and done;
My house was swept and garnished,
And I watched in the dusk alone.
I waited till night had deepened,
And the Master had not come;

"He has entered some other door," I cried,
"And gladdened some other home."
Then the Master stood before me,
And his face was grave but fair;
"Three times today I came to your door
And craved your pity and care;
Three times you sent me onward,
Unhelped and uncomfited,
And the blessing you might have had
was lost
And your chance to serve has fled."
Oh, Lord, dear Lord, forgive me!
How could I know it was thee?
My very soul was shamed and bowed
In the depths of humility.
And he said, "The sin is pardoned,
But the blessing is lost to thee;
In comforting not the least of mine,
Ye have failed to comfort me."
—Abridged.

"Decorated" Fireplace



Modern Flights of Fancy

They Must Fly Far to Keep Ahead of Fact.

The subject of transportation of one sort or another seems to be much in the air today—whether in the literal sense of the aeronaut and the sender of wireless messages, or merely in that of popular discussion of railroads, canals, navigable rivers and the ubiquitous automobile. It is clear that to keep things moving is the purpose of the age, and progress seems to be even more properly the watchword of the 20th century than it was of the 19th.

The effect of all this getting about is to make the world smaller. Mankind foresees the day when we shall need new worlds to conquer and imagination is already busy with distant planets. Communication with Mars is truly no more unthinkable than wireless communication with England was to the Plymouth colonists. Had any one even predicted to Governor Bradford that summer colonists in his town would one day run up to Boston for lunch in a carriage with

no apparent means of locomotion, flying along smooth roadways with almost the airy freedom of a bird, he would have been far more incredulous than we are today over the possibility of one day winging to Mars in response to a signaled invitation.

Imagination does not stand breathless before the idea of suddenly sighting off the top of Bunker Hill monument winged conveyances of curious make—not the Wright brothers in transit, but the very Martians themselves come to learn why their signals remain unanswered. Some one has lately hazarded the guess that Professor Lowell's canals are messages drawn on the equatorial desert belt of Mars exactly in the way we proposed to put a proposition of Euclid up to our neighbor planet. Gulliver may prove to have imagined more truly than falsely. Beings Brobdingnagian or Liliputian may yet come within our ken. Nothing is too strange or too good to be true.

Our Colonial Task

Ten years ago the American people were without experience in colonial administration. Today, if not past masters of the art, they have at least served an apprenticeship. Thus far the material rewards for that form of service have not measured up to the outlay. The world was quite ready to believe in 1898 that America cared for dependencies only to exploit them. As a matter of history we have saved those dependencies from exploitation by others, but our own colonists have not gained by the transaction, says the Review of Reviews. Some things

have been done, however, in those distant islands of which neither this nor any

succeeding generations of Americans will ever be ashamed. The danger is that we in this busy home land, absorbed in our own enterprises, shall lose sight of the work that able and conscientious officials of our government are doing across the seas to better conditions of living and stimulate intellectual and moral progress among peoples who before the firing of Dewey's and Sampson's guns were races alien to our own in every sense. We sometimes forget that this huge task of colonial administration has claimed and is receiving month by month and year by year the zealous and patriotic service of a host of young Americans, many of whom are graduates of our leading universities and colleges—a corps of civil servants of which any nation might be proud.

J. M. Barrie as LL.D.

Edinburgh University has made J. M. Barrie, the novelist, an honorary LL. D. The dean of the faculty of law, in presenting Mr. Barrie, said: "Where are touches of truer pathos, of keener satire, of a more captivating humor to be found than in Mr. Barrie's pages? Where do the quips and cranks of wanton fantasy find freer scope?"

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Sultan's Mania for Building

Abdul Hamid, like all his predecessors, has had a mania for building. The European visiting Turkey for the first time is astounded at the number of white, gleaming palaces which line either side of the Bosphorus. And in every city of the empire there is a kiosk set apart for the Sultan, which he never visits, all of them palatial abodes filled with choice furniture, rare marbles, mosaics, and lustres from Venice, mosaics from Florence and Rome, with deep-hued carpets, soft and velvety as fur. These magnificent residences are nominally guarded by majordomos, who live there with their families in comfortable drawstring and ease, and with only one object in life, that of maintaining their places.—London Chronicle.

Just So

"I'm going to write a story about a tailo," I said.
"Going to take a dip into literature, so to speak."—Louisville Courier-Journal.

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

EDITORIAL

Boston, Mass., Friday, May 14, 1909.

The Kaiser in Vienna

ESCORTED by the entire Austro-Hungarian fleet, Emperor William lands today on that remarkable soil where the three great races meet, the Latin, the Slav and the Teuton. He comes from a meeting with his Latin ally, he is bound for a grand reception by his other ally, sovereign over a predominantly Slavic realm. The triple alliance unites the oldest stocks of the three races which, curiously enough, are reentering the arena by a process of rejuvenation. Emperor William's reception at Vienna is intended for an unparalleled demonstration of solidarity, loyalty, gratitude toward the sovereign and the entire German nation. It is natural that the German element in Austria should be the most enthusiastic, but the Slavs, as a whole, are by no means indifferent, and as for the Magyars, were the Kaiser to visit Budapest, he would be given one of the finest ovations of his career.

What the success of the Austro-German Balkan policy meant to Austria was eloquently expressed in Premier Bienerth's recent speech at the reopening of the Reichsrath. It may be summed up in the words, "Austria has found herself." All the endless bickerings between the nationalities seemed forgotten; a breadth of youth and of youthful effort seemed to announce a new era.

The fact that the racial strife has since redoubled, that the conflict between Germans and Magyars on the bank question has taken an acute character, will put to a severe test the unwonted sense of elasticity and alertness which appears to have taken hold of Austria. It undoubtedly has its source not so much in the political advantages of the Austro-German pact, as in the immensely energizing contact with Prussia. The northern kingdom has already renovated western and southern Germany and what we witnessed recently in the Balkan crisis was the first evidence of the fact that Prussia's bracing influence was doing for Austria what it had done for Germany.

This is the real significance of the ovation the Kaiser is receiving at Vienna, and if as a demonstration of solidarity with a highly progressive people, it contains the promise of Austrian domestic consolidation and conciliation, the cause of peace thereby is admirably served.

IN ALL that may be said with regard to the debts of nations in their relation to military and naval armament, it would be well to have and to state the facts correctly, lest those who are looking for flaws in the arguments of peace advocates may find them and make harmful use of their discoveries.

For instance, it is not true that the debt of the United States is constantly increasing, as some would have it. It is not only decreasing relatively but absolutely. In proportion to the population and wealth of the country it is constantly growing smaller. In 1878 the interest-bearing debt of the United States was \$1,800,000,000. It is now approximately \$913,000,000.

However, our case is exceptional. We have reduced our interest-bearing national indebtedness by about one-half in the last thirty-one years; Japan's is thirty-four times greater now than it was in 1878. In other words, in the year named, Japan's interest-bearing debt was \$33,000,000; it has grown to \$1,120,000,000 in 1909. In 1878 the annual interest per capita in the United States on account of the national debt was \$2; it has fallen to twenty-two cents. Our national wealth has increased in the thirty-one years from \$40,000,000 to \$120,000,000,000.

Other foreign nations in the period named have been piling up their debts at a rate which, if not so rapidly as that of Japan, justifies serious concern on the part of their thinking people, and more especially because the additional burdens which have accumulated are mainly due to consequences of or preparations for war.

The United States is exceptionally fortunate in its vast resources. It has been able to wipe out in great part, by reason of its vast revenues, the indebtedness created by its wars. These revenues, however, are in themselves a source of danger. They have provided us with a surplus which, in turn, has led us into extravagant and wasteful habits, and into setting an example to the rest of the world in national outlay which has not been altogether beneficial to the sister nations.

With our abundance of material blessings we have also acquired responsibilities. We should be as mindful of the one as grateful for the other.

Colombian Coal

BY GEOGRAPHICAL necessity, the republic of Colombia will play a prominent part in the general developments that will follow the opening of the Panama canal. The advantages of immediate proximity, however, will be immensely enhanced by the coal resources of Colombia; for one of the dominant factors in the new order of things will be the coal supply, for which the isthmus is bound to become a great center. By the exploitation of her coal fields Colombia will establish herself firmly and prominently in the economy of the canal and beyond; indeed, as a distributor of fuel not only locally but to the various markets which the canal will make available, she will become indispensable in proportion to the rate of her railway and transportation development. Up to the present, railway construction has been on a very limited scale; only a dozen short lines are in operation, none of which is longer than perhaps 70 or 75 miles. Some of them run near, or through, some of the coal fields, but they are not suited for carrying coal. The Colombian waterways are good, but their utility is limited to light-draught vessels. There is, of course, that highway into the interior, the Magdalen river, which is navigable in its lower course for at least 600 miles, with an additional stretch, farther up, of 100 miles or so. But its estuary has yet to be opened to steam navigation, and other improvements will have to be made before regular coal transportation can be established.

Available routes at present are through Buenaventura on the Pacific and through Darien on the Caribbean, also through Santa Marta, a port situated near the Venezuelan border. These and the Magdalen route fairly tap the twenty or thirty known coal fields of

Colombia. No reliable data, beyond the bare location, are obtainable, but there is good ground to infer from the results of what little mining has been done so far that the coal fields are very extensive. They form a big asset, especially in view of South America's singular lack of coal.

It would seem that as the builder of the Panama canal this country should be greatly interested in development of resources so vitally affecting the future of the canal as the Colombian coal fields. Owing to the unsettled condition of the country these are practically untouched. A clear understanding between the United States, Colombia and Panama cannot be postponed much longer, and it should contain provisions whereby we can lend a helping, yet discreet, hand toward the legitimate development of Colombia's resources and transportation system. The time must come when the Colombians will see the honesty of our purpose and the immense advantage there must be in cooperation with this country for the future of what is known to be one of the richest regions of the entire globe.

The Need of the Great Con- suming Class

IT IS SAID to be the intention of the organizers of the Home Economics Association, recently formed in New York under very encouraging auspices, to establish branches in all large American cities. The object of the association is at once educational and philanthropic, its aim being to teach those who have the desire as well as the occasion to learn how to reduce the cost of living. This is one of the greatest economic needs of our time. Generally speaking, remuneration for all kinds of service is good, better than it has ever been before. The wage as well as the salary scale has been advancing steadily for the last twenty-five years. Practically every fight for greater compensation has been won by labor. But with the increase in the income of the average household there has been, especially in the last ten years, a greater increase in the outgo.

The advance is particularly noticeable, and particularly felt, in the necessities. The things which men, women and children must have have increased in price out of all comparison with the things they can do without. Luxuries have come temptingly within the reach of the wage earner and the salaried man, it is true, and the cost of living may be increased in many instances by over-indulgence in them, but it is not the carpet, or the rug, or the pictures, or the piano, or any of the things that contribute modestly toward making the home comfortable or beautiful that drains the average income; it is the cost of things to eat and things to wear.

Now, if the Home Economics Association, in a sensible and a practical way, can teach those who need to economize how to do it, it will be serving a very worthy purpose. It would seem, however, that one of the first steps in this direction must be greater production and greater freedom of trade. Combinations and monopolies which control and manipulate, and place extortionate prices upon, necessities, must themselves be regulated, and, if necessary, regulated out of existence.

The wage-earner and the salary folk constitute the great consumer class of the country, and this class is in need of special legislation quite as much as it is in need of economic education and philanthropy.

AMBASSADOR BRYCE is credited with saying that property rights should not allow a man to raise a monstrosity of a building, but the difficulty is that tastes differ to such an extent that what appears to be a monstrosity of a building to some appears to be a triumph of architectural art to others.

THE PASSAGE of the United States battleship Mississippi up the river of the same name from New Orleans to Natchez—the first vessel of the type ever to ascend the stream so far—is pronounced by the despatches "a notable event," which, indeed, it is, but for a reason that, perhaps, may not occur at once to the average reader. The Mississippi is not the greatest of rivers, but it is one of the greatest and one of the most important. It drains a territory of 1,246,000 square miles, which is inhabited by a population of close to 40,000,000. It waters and flows through a fertile country—one of the world's greatest granaries. It has on its banks a greater number of large cities than any other river. It is the natural waterway to the sea for St. Paul, Minneapolis, Davenport, Rock Island, Moline, Keokuk, Quincy, Alton, St. Louis, East St. Louis, Cairo, Memphis, Helena, Vicksburg, Natchez, Baton Rouge, New Orleans and numerous lesser towns and cities, as it is destined to become soon the waterway to the Gulf and the ocean for all the great cities of the Missouri and its other tributaries, and for the great cities of the lakes.

The steaming of one of the newest and finest of our naval vessels to a point so far above New Orleans as Natchez is an incident which carries with it a feature of other than naval interest and importance. It is sincerely to be hoped that never again in all our history may it be necessary to float warships on the bosom of this mighty stream, save for some such sentimentally peaceful reason as that which prompts the visit of the battleship Mississippi to the historic old river town in the state from which the vessel takes its name. The Mississippi's trip, however, will serve at this time to fix upon the river the public attention of which it stands so much in need, that the necessity for improvement on a scale never before undertaken may become clear to the popular mind.

The battleship Mississippi may not have to halt at Natchez even now. The stage of water may permit it to go farther up. But the stage of water should be so regulated that vessels of the Mississippi's draft engaged in commercial pursuits should be able to make St. Paul and Minneapolis on the Mississippi, and Kansas City, St. Joseph and Omaha on the Missouri, at any time of year.

This will be a real triumph in the Mississippi's navigation, and because the battleship's trip to Natchez is one of the incidents leading up to it, it is quite proper to pronounce it "a notable event."

BRUSSELS, very naturally and very properly, protests against the prospective sale in Paris of the King of Belgium's famous collection of paintings, including many Vandykes, and the protest gives promise of arousing not only a civic, but a national spirit which will prevent the transfer.

EDWARD PAYSON WESTON has made over 2000 miles of his journey to the Pacific coast, and at last accounts he was making a town every day, although the settlements are becoming fewer and farther between.

THE Pacific Northwest is looking forward confidently to the coming of no less than 2,000,000 visitors to that region during the summer, and it is encouraged in this expectation by estimates made by officials of the Hill and Harriman railroads. Although the figure may seem large, it is not, everything considered, so high as to be unreasonable. On the contrary, unless all signs fail, it will prove too conservative. Normal western summer travel, counting in the throngs which crowd from all parts of the country and from all parts of the world to the Colorado mountains every year, has grown to immense proportions. The return of good times, with the cheaper railway rates consequent to the Seattle exposition, will greatly increase this flow. There will be a very general adjustment of the plans of these and of all other habitual tourists to the Puget Sound attraction, and, aside from these "regulars," who in themselves constitute a great army, tens of thousands of eastern people who have been reading about the New Northwest, and hearing so much about its wonderful "opportunities," and who have been "promising" themselves a trip out that way, and only postponing the taking of it until the time should become ripe, will flock thitherward.

On out the Sound and on the Willamette and on the Columbia another expectation walks arm-in-arm with the one just referred to, and steps out just as confidently as its companion. This is the expectation that of the 2,000,000 visitors who will come to the Pacific Northwest during the summer a very large percentage will decide either to remain or will go back home only to make the necessary arrangements for their speedy return; and that those who for any reason find it impossible to stay or to return will not be content when they go back until they shall have sent others out to see the wonderful country for themselves.

In this enthusiasm all of the great cities of the Puget Sound country are now sharing. Portland and Tacoma are at present booming as earnestly and as determinedly as Seattle the Alaska-Yukon-Pacific exposition and all are working unitedly in the interest of the magnificent country whose resources and possibilities the exposition is going to display before the eyes of the world.

Cosmopolitan College Clubs

A FACT worthy of wider notice is brought out in the annual of the Association of Cosmopolitan Clubs. There are eighteen such clubs in American colleges, with a total membership of 1400 students, representing fifty-five foreign countries. The general association is planning to send delegates abroad this summer to the convention of the "Corda Fratres" in order to establish connection with that international federation of students. Ours is eminently an era of exchange. Yet the results of our exchange of ideas, between individuals as between groups and nations, appear wholly inadequate when we consider that we still allow misunderstandings and prejudices to endanger the peace of the entire world. That this should be so in an age of unprecedented travel, with means of phenomenally quick transportation, may seem unaccountable, but the reason is perfectly clear on reflection—we travel for every conceivable purpose except to seek closer acquaintance with people abroad. We travel on business, sell or buy, and obtain an insight into business conditions and the foreigners' business methods. We travel for art and study the grandeur of the foreigners' ancestral or contemporary achievements in architecture, or painting or sculpture. We travel to study the customs and characteristics of the people abroad, but we do not really endeavor to approach them closely, for our best efforts are those of distant intellectuality, when not purely mercenary or simply curious.

When the Association of Cosmopolitan Clubs proposes to cooperate with the United States bureau of education in preparing booklets containing data of opportunities offered in American colleges and universities, the plan should be welcomed not so much from an intellectual point of view as because it may be the means of initiating a strong movement for the exchange of students, analogous to the present exchange of professors. Such an exchange would be anything but purely intellectual; in fact, it would be almost certain to result in a great number of international friendships of a more durable nature than culture alone can provide.

The value of such friendships for the furtherance of international goodwill and for progress in general cannot be overstated.

THE ACTION of the interstate commerce commission in deciding that school children could no longer be privileged to ride on special commutation tickets known as "school tickets" bids fair to be reversed or modified as a result of a hearing in Washington, D. C., at which parents from various parts of the country were represented by counsel to protest against the withdrawal of this privilege. The ruling, it seems, was based on the decision that "the carrier may not inquire into the mission, errand or business of the passenger as a condition of fixing the transportation rate which such passenger shall pay."

It is believed that as a result of the protest, in which it is but just to note that some of the leading railroads participated, the ruling may be modified in such manner as to permit not only school children but these children who are compelled to work for a living to avail themselves of the reduced rate at which transportation of this character has always been sold. That this portion of the decision if it is reached will meet with public approval goes without saying, as there is no valid reason why children who are attending school should enjoy privileges which are withheld from the less fortunate who have to help support families; indeed, the wonder is that the privilege should not have been extended primarily to this latter class with the provision that school children might also avail themselves of it. The commission will do well to take into consideration the needs of these juvenile workers whose earnings are spent in part in going to and from their labor on railroad trains, if it intends restoring the rate to the others.

As to the justice of practically forcing railroads to issue commutation tickets of this character, however, that is a question which the commission will do well to inquire into most carefully before giving its final opinion. If this traffic is carried at a loss or if in other words the regular patrons of a road who are charged first-class rates of fare are virtually paying for a concession made to a class of riders which is not a profit-producing class, a form of injustice is engendered which may need careful investigation and regulation.

"School Tickets" Likely to Be Restored